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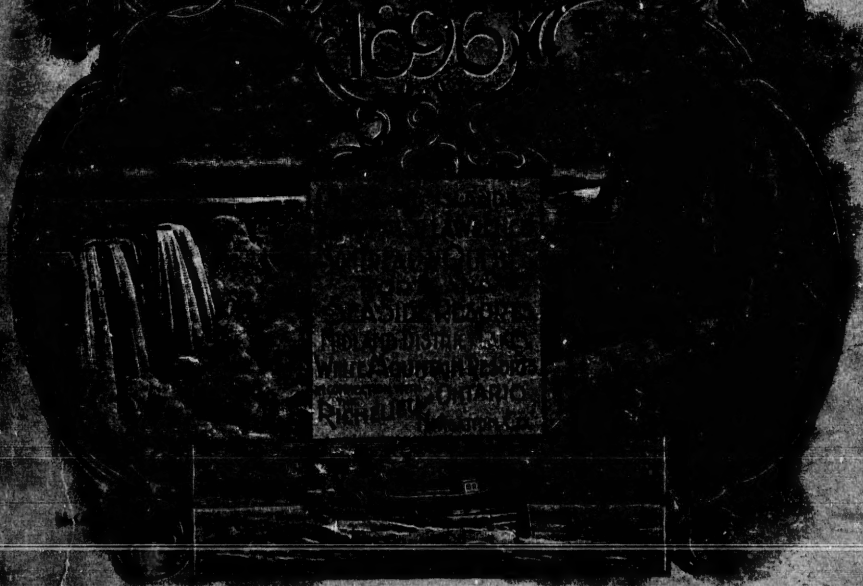
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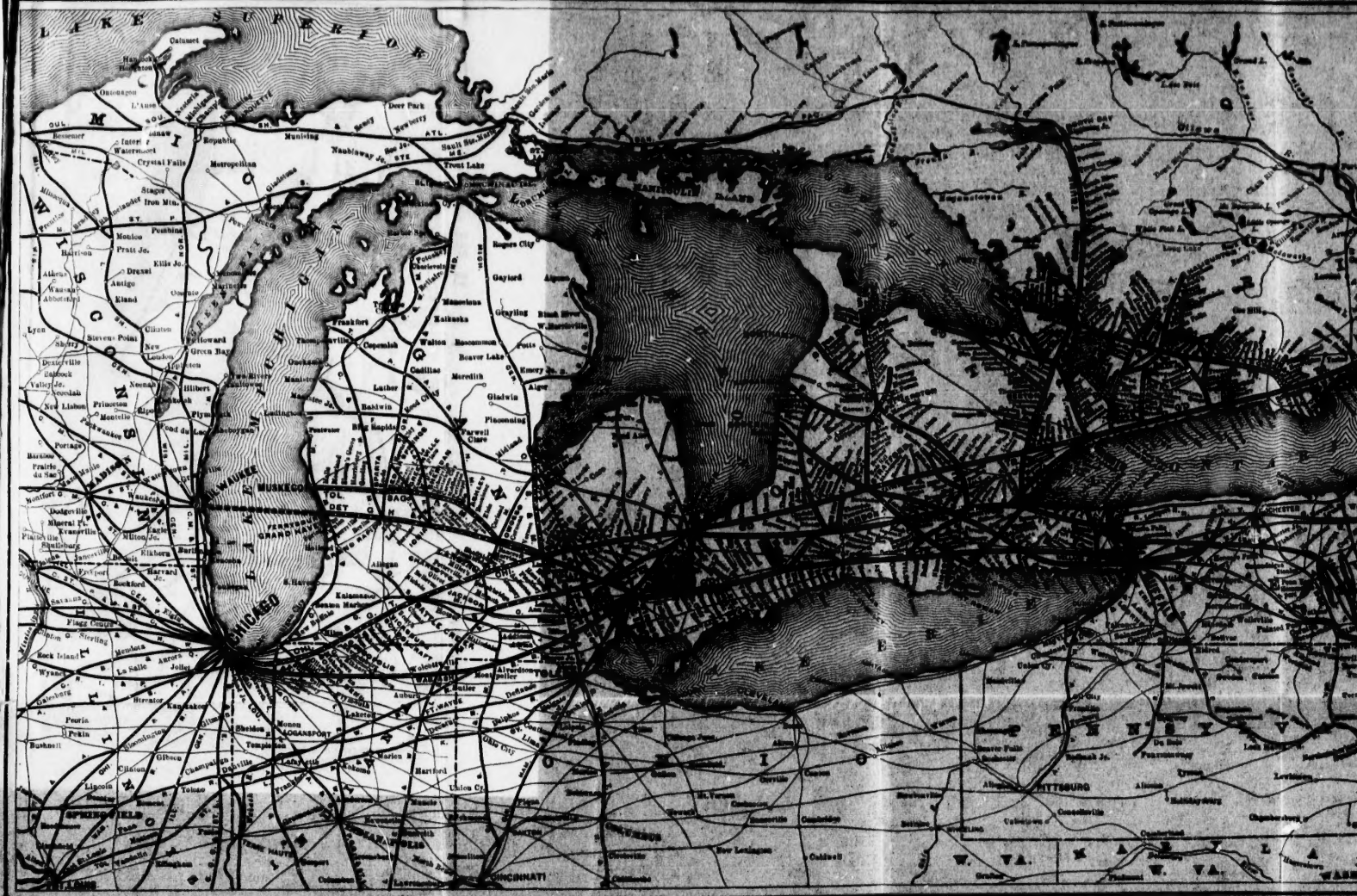
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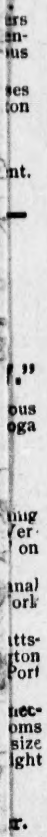
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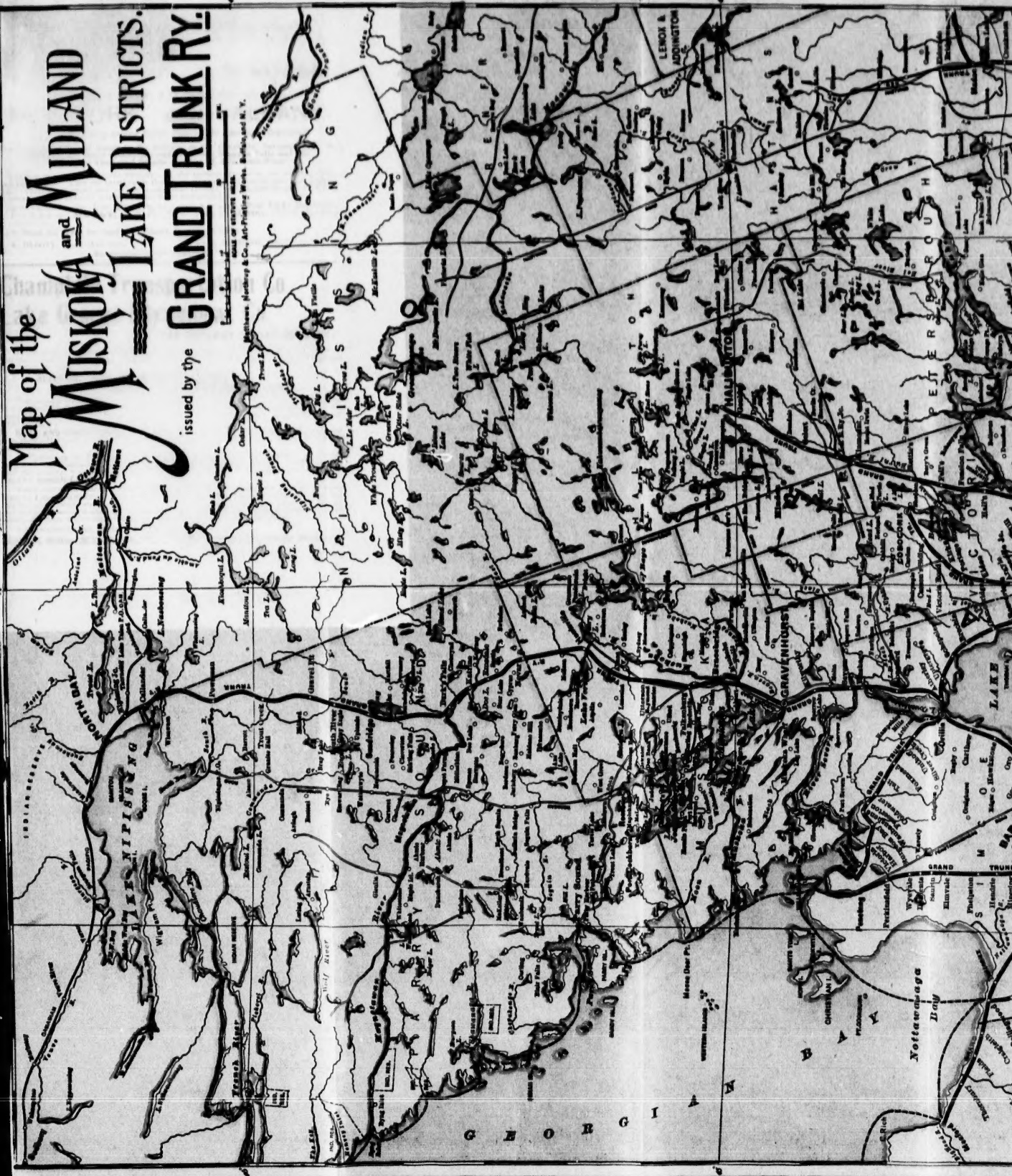


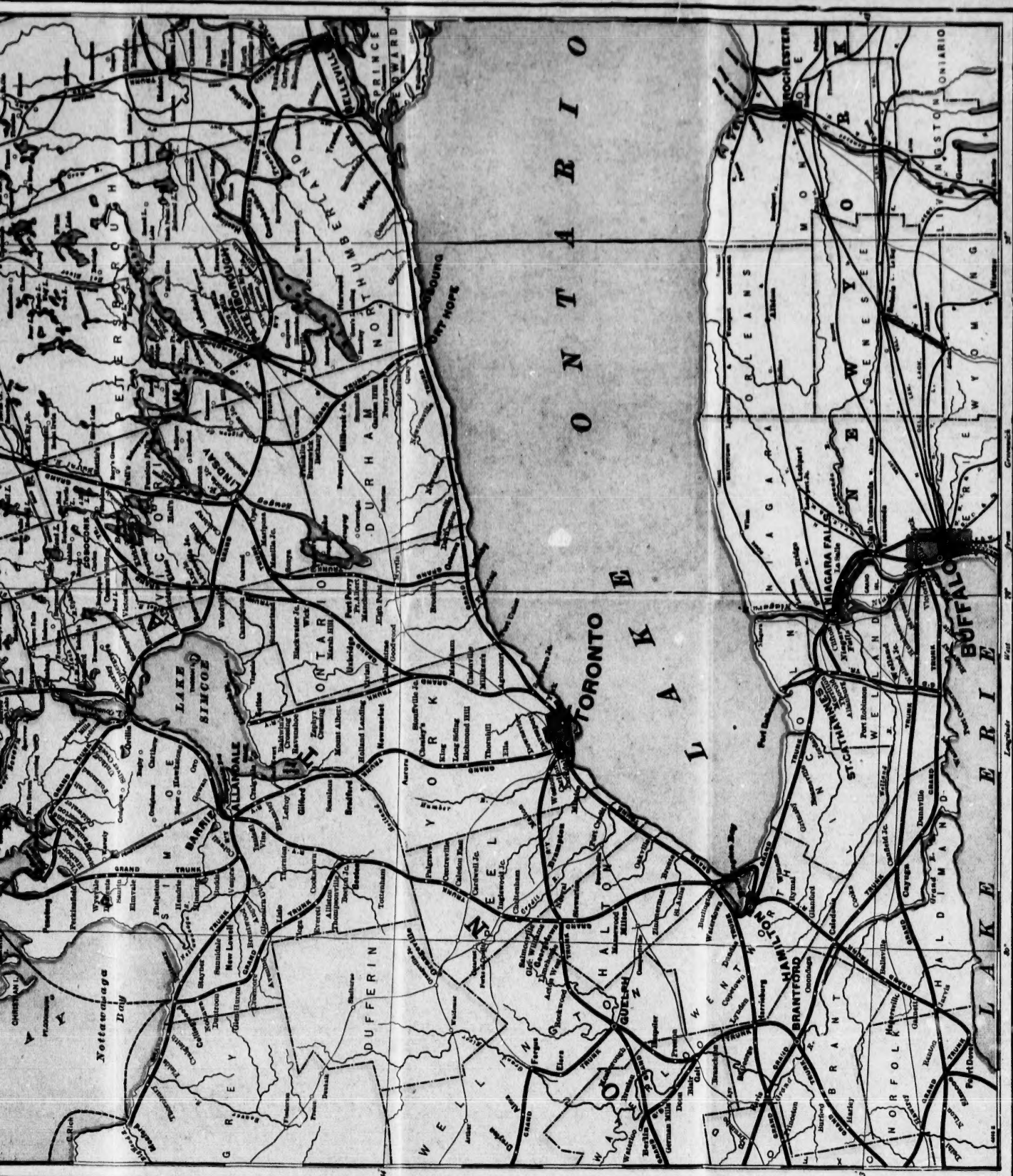
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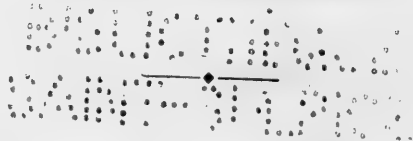
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Route S 112 Portland. }	Rates will be \$1.30 higher than authorized on page 163.
Route R T 19 Boston and Return. }	There will be no limited rates by this route.
Route R T 39 Detroit and Return. }	Rates will be \$3.25 higher than auth- orized on page 175.
Route R T 58 Point du Chene. }	Brockville rate will be \$2.00.
Route R T 58 Truro and Return. }	Will be \$40.50 from Niagara Falls and Buffalo, and \$44.05 from London.
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INTRODUCTORY.



CONNECTING the Atlantic seaboard with the great lakes, a continuous railway line, under one management, extends from Portland, Maine, to Chicago, the great metropolis of the West. Crossing and re-crossing the border line between the United States and Canada, serving alike the business and commercial interests of the States and the Dominion, the GRAND TRUNK RAILWAY SYSTEM has acquired the title of "The Great In-

ternational Route;" and by reason of the vast extent of territory through which it passes, the important commercial centers it reaches, and its convenient lake, ocean and rail connections, its influence is a power in the transcontinental commerce of the country.

With this feature of its business, however, it is not the purpose of this work to deal. A great railway system, with over four thousand miles of track, must necessarily pass through a diversity of scenery; and it so happens that the GRAND TRUNK territory is most richly endowed in this respect; so much so, indeed, as to have won its added title of the "GREAT TOURIST ROUTE OF AMERICA." That this title is worthily bestowed, will be apparent at a glance at the list of resorts reached by or directly on its lines. Its eastern terminal, the city of Portland, itself a delightful summer resort, has the finest harbor on the Atlantic coast, and the beautiful Casco Bay, of which it forms a part, with its three hundred picturesque islands, is a veritable paradise for summer tourists. Scattered along the entire length of its main line and branches, are resorts of greater or less celebrity, including mountain, lake and urban scenery,

waterfalls, cascades and rapids, some of them widely known, others of comparatively recent celebrity. Of these, the great Cataract of Niagara stands at the head, said to attract more visitors than any other natural wonder in the world. If to this we add the White Mountains, the Thousand Islands and the Rapids of the St. Lawrence River, Saratoga, Lakes George and Champlain, the Adirondacks, and the beautiful lakes and islands of the Muskoka and Parry Sound districts,—all reached by the GRAND TRUNK RAILWAY SYSTEM,—we have a list of summering places beyond which the tourist need not look for variety, as these will meet every desire, whether it be for sight-seeing, fashion, hunting, fishing, or absolute rest.

A tour of the principal cities on the line of the GRAND TRUNK SYSTEM offers more variety and novelty, from the tourist's point of view, than any similar journey on the American Continent. Architecturally, they present the most striking contrasts of the ancient and modern, some of these combined in the same city, as evidence of the march of progress,—the old gradually giving place to the new, but apparently offering stout resistance to its innovations. This is particularly noticeable at quaint old Quebec, one of the most interesting cities in America, with its fortifications, historic reminiscences, and its delightful scenery and surroundings.

This book will attempt to give the reader a brief outline sketch of some of the many attractions offered to the summer tourist by the GRAND TRUNK RAILWAY SYSTEM, dealing with description, illustration, and the more prosaic but no less essential details of routes and rates. The agents of this Company will be pleased to supplement its work by supplying full and complete information as to train service, connections, etc., on application in person or by mail.



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THE GRAND TRUNK RAILWAY SYSTEM,



OPERATING under one management, 4,300 miles of track, is one of the most extensive railway properties in the world, extending from Chicago, Ill., to Portland, Me., constituting in fact as well as in name, a "Grand Trunk System," vast in the extent of its territory and mileage, international in the character of its commercial relations, and thoroughly modern in all its appliances for the comfort and safety of the traveling public.

With its oceanic and tide-water terminals at Portland and Quebec and its western terminal in the great metropolis of Chicago, the system is readily accessible from all points.

At **Chicago**, connection is made from all western points, directly for Port Huron *via* the famous St. Clair Tunnel, thence extending in a continuous line from the great western metropolis to the Atlantic seaboard. Over this route, from Chicago to Portland, there will be run during the tourist season of 1896, the *Finest Passenger Train in the World*, to be run as a Weekly Special Limited Pullman Vestibuled Train, solid from Chicago, through to Portland, the beautiful Casco Bay, and the coast of Maine, by the way of Niagara Falls, Thousand Islands, St. Lawrence River, Montreal, and the White Mountains. It is entitled the "Seaside and White Mountains Special," and will be found fully described elsewhere in this work.

At **Detroit**, connection is made with railway lines from the west and south, east to Niagara Falls; also to Port Huron, *via* the western shore of Lake St. Clair and the St. Clair River. The latter is the only line to **Mt. Clemens**, made celebrated by its mineral springs.

Windsor, opposite Detroit, is a thriving Canadian frontier city, with many attractions as a summer resort. From this point the trains of the Grand Trunk go over the Southern Division to Niagara Falls, *via* **Chatham**, an important town of some ten thousand population.

Port Huron is a flourishing city, beautifully situated on the St. Clair River, and having a population of about 25,000. It has an attractive summer resort at Huronia Beach, and is also a place of no little commercial importance, by reason of its manufacturing and shipping interests. It has recently become more widely known as the "tunnel city," from its being the location of the famous



1.—American Portal.

ST. CLAIR TUNNEL.
2.—Ferry Steamer and Dock.
"The Old Way."

3.—Approach to Tunnel.

ST. CLAIR TUNNEL.

This marvel of engineering skill and enterprise extends beneath the St. Clair River, connecting Port Huron, Mich., and Sarnia, Ont. It is a tubular structure, of iron, bolted together in sections in the process of construction, and with its approaches, is two miles in length. Its cost was \$2,700,000. This expenditure seems amply justified when we consider that it entirely overcomes the obstacles presented by a navigable stream, literally alive with commerce during the summer, and often completely blocked with ice in winter. This stream has been called "America's greatest artery of inland commerce," from the fact that the enormous tonnage of the great lakes, and their varied shipping interests, all pass through this channel. It seems especially significant that this tunnel permits the intersection of this great water highway by an equally great railway system, without jeopardizing the international interests which are involved in both, and renders especially significant the title, "the link that binds two great nations."

Sarnia, Ont.—This flourishing Canadian frontier city has a population of about 6,300, and like its American neighbor across the river, has numerous attractions as a summer resort. Several steamboat lines connect here for lake ports, and shipping interests are prominent factors in the city's prosperity, which is also further enhanced by important manufacturing industries.

EASTWARD FROM THE TUNNEL.

From Sarnia, the line extends eastward to Niagara Falls, through one of the finest sections of Canada, and Pullman and through car service is rendered to New York and Philadelphia, connection being made with eastern lines from Suspension Bridge. The through line for Montreal, Boston and Portland extends from Sarnia *via* Stratford, Toronto, and the St. Lawrence River; also, to the Muskoka and Midland Lakes district, and Georgian Bay, localities which will be more fully described in later pages of this work.

In the route to Niagara Falls, we pass several prosperous towns, among them Wyoming, Watford and Strathroy, and fifty-nine miles from Sarnia, we are at

London, one of the most flourishing cities in the Dominion. It has a population of about 40,000, plenty of good hotels, and many attractions for summer visitors. Like its English prototype, it has its River Thames, and boating is one of the summer recreations. The manufacturing interests cover a wide range of products, and many of them are on an extended scale. London is an important railway center, and its station is always a busy place.

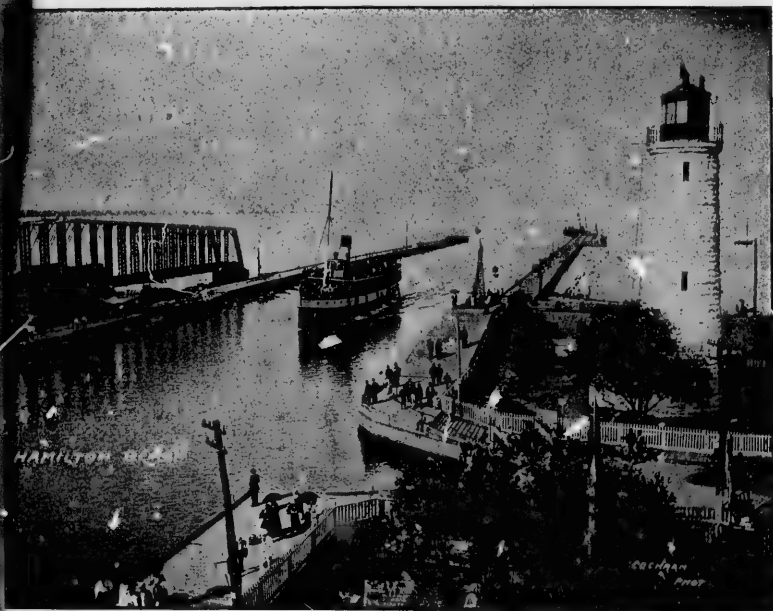
Continuing eastward, we pass Dorchester, Ingersoll and Woodstock, the latter being the crossing of the Georgian Bay & Lake Erie Branch of the GRAND TRUNK SYSTEM. It is a place of no little commercial importance, has a dozen or more hotels, and offers many attractions to tourists for a summer sojourn.



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Paris is the junction point with the Buffalo & Goderich Branch of the Grand Trunk, and has a population of about 3,500. It is an attractive place for tourists, having sulphur springs of recognized curative virtue, as well as picturesque scenery and pleasant drives. Harrisburg, ten miles from Paris, at the junction of the Wellington, Grey & Bruce and Brantford & Tilsonburg branches of the GRAND TRUNK SYSTEM, is a town of about 300 population.

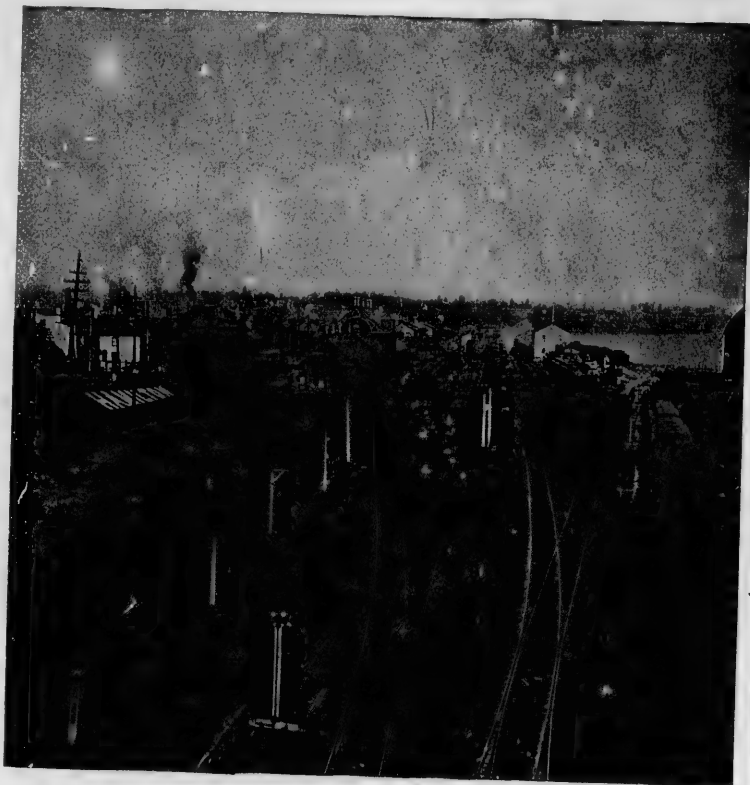


Dundas Valley. Just before reaching Hamilton, we have a view of one of the most picturesque bits of scenery in Canada. For several miles the road skirts the side of the mountain, at the foot of which lies the village of Dundas, with the valley stretching away at both sides of the town, the view from the train making a panorama of surpassing beauty. The town has a population of about 4,000, and is acquiring some celebrity as a summer resort, not only for the beauty of its scenery, but for the mineral springs and baths, three miles distant.

Hamilton is a flourishing city of 50,000 people. It is beautifully situated on Burlington Bay, at the head of Lake Ontario, the streets rising from the shore to the foot of Hamilton mountain, a large portion of the town occupying a level plateau at the base of the highlands which overlook the city. The situation affords a rare combination of beautiful scenery. The lofty elevations, accessible by two inclined railroads, present beautiful views of the bay

The Grand Trunk Railway System.

and lake, with the city in the foreground, bustling with its animated business and manufacturing interests, which are of no small proportions. With its advantages for navigation and railroad facilities combined, the commercial interests of Hamilton are well cared for. The Port Dover Branch of the Grand Trunk extends from Hamilton to Port Dover, forming rail connection between Lake Erie and Lake Ontario; the Toronto Branch extends to the main



line, thirty-eight miles distant, and the Hamilton & Allandale Branch gives railway service to the Muskoka and Georgian Bay region. The railway dining room at Hamilton is one of the best on the line. It is kept by Mr. George Moore, whose efforts to please the public have given the station a fine reputation for the excellence of the cuisine and the courtesy and promptness of the service. The fine illustrations of Hamilton Station and Hamilton Beach, are from photographs kindly furnished by Mr. Cochran, a local artist, whose landscape views are very superior. From Hamilton eastward to

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Niagara Falls, much of our journey lies along the shore of Lake Ontario, in the midst of what has been aptly termed "the garden spot of upper Canada." Fine fruit farms and flourishing vineyards greet the eye, interspersed with glimpses of the lake or bits of charming woodland scenery, with here and there a thrifty village giving evidence of the prosperity of the country through which we are now passing.

Stoney Creek, the first station east of Hamilton, with a population of 500, has a historic reminder in the Stoney Creek battle ground, and a fine beach, for a summer resort. Winona, five miles further, is a small and quiet place, with similar attractions in the way of lake shore resorts, where cottages may be rented for the season. Another five miles, and we are at

Grimsby, with its Grimsby and Victoria Parks, mountain views, and fine fruit farms. The town has a population of about 1,000, and several industries growing out of its fruit interests, such as canning and evaporating works, basket factory, etc.

Beamsville, 206 miles from Windsor, is a town of about 900 people, well known for its extensive stone quarries, the owner, Wm. Gibson, M. P., having supplied much of the stone for the St. Clair Tunnel. Jordan, six miles further east, a small town of about 200 inhabitants, offers the attraction of a twenty-mile lake beach, and the twenty-mile creek falls, eighty feet descent.

St. Catharines, with a population of about 10,500, is the center of the Niagara fruit belt, and an important shipping point. It has mineral wells, pleasant walks and drives, picturesque scenery, and other attractions for summer tourists, together with electric railway connections with Thorold, Merriton and Port Dalhousie. Extensive manufacturing interests contribute to the welfare of the city, including cutlery works, saw factories, paper mills, hair-cloth factories, etc.

Merriton, two miles further east, is a place of some commercial importance, having a population of about 1,800. It is the junction of the Welland Branch of the GRAND TRUNK SYSTEM, extending from Port Colborne on Lake Erie to Port Dalhousie on Lake Ontario. Its principal manufacturing interests are paper and pulp, cotton, carriage goods, bent stuff, etc. It is nine miles from Niagara Falls.



NIAGARA FALLS.

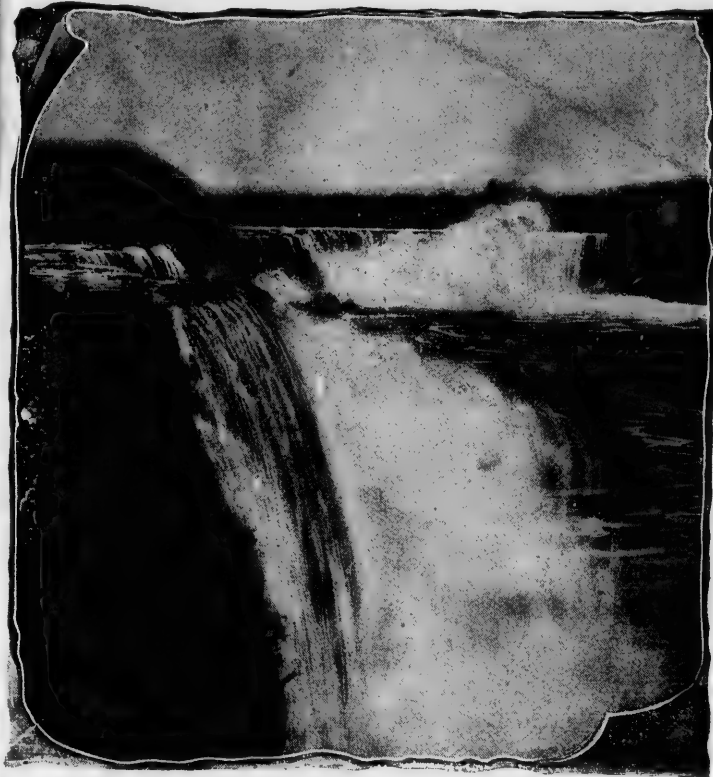


THE greatest natural wonder of the world, as all travelers acknowledge, is the mighty cataract of Niagara, the grandest spectacle on the American continent, if not in the whole world. The waters of the great lakes, on their way to the Atlantic, make a grand plunge, over a precipice one hundred and sixty-four feet in height, and in volume unequalled by any water-

fall in the world. Other falls there are of greater height, but the stupendous proportions, the rapid sweep of the current, and the deep gorge through which it flows, all conspire to create a scene of unapproachable sublimity.

To describe Niagara is impossible. The finest writers in the English language are compelled to acknowledge the feebleness of words in attempting to convey to their readers an impression of the grand spectacle. One of the most graceful of modern English writers, Charles Dickens, describes his feelings on first beholding Niagara, in his "American Notes," and probably no description has been more widely read or more frequently quoted. He says: "At length, we alighted; and then for the first time, I heard the mighty rush of water, and felt the ground tremble underneath my feet. The bank is very steep, and was slippery with rain and half-melted ice. I hardly know how I got down, but I was soon at the bottom, and climbing, with two English officers who were crossing and had joined me, over some broken rocks, deafened by the noise, half blinded by the spray, and wet to the skin. We were at the foot of the American Fall. I could see an immense torrent of water tearing headlong down from some great height, but had no idea of shape, or situation, or anything but vague immensity. When we were seated in the little ferry boat, and were crossing the swollen river immediately before the cataracts, I began to feel what it was; but I was in a manner stunned, and unable to comprehend the vastness of the scene. It was not until I came on Table Rock, and looked—great Heaven, on what a

fall of bright-green water!—that it came upon me in its full might and majesty. Then, when I felt how near to my Creator I was standing, the first effect, and the enduring one—instant and lasting—of the tremendous spectacle, was Peace. Peace of mind, tranquillity, calm recollections of the dead, great thoughts of eternal rest and happiness; nothing of gloom or

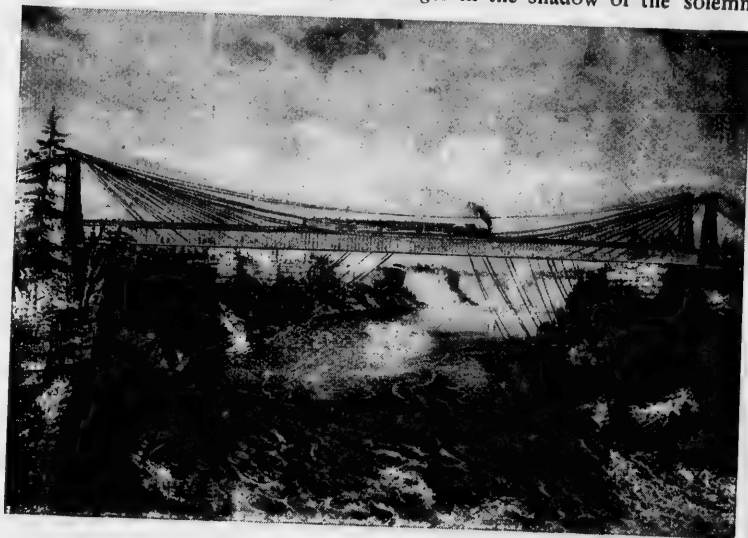


NIAGARA FALLS.—PROSPECT POINT.

terror. Niagara was at once stamped upon my heart, an image of beauty; to remain there changeless and indelible, until its pulses cease to beat forever. Oh, how the strife and trouble of daily life receded from my view, and lessened in the distance, during the ten memorable days we passed on that enchanted ground! What voices spoke from out the thundering water; what faces, faded from the earth, looked out upon me from its gleaming depths; what Heavenly promise glistened in those angels' tears, the drops of

Niagara Falls.

many hues, that showered around, and twined themselves about the gorgeous arches which the changing rainbows made! . . . To wander to and fro all day, and see the cataracts from all points of view; to stand upon the edge of the great Horseshoe Fall, marking the hurried water gathering strength as it approached the verge, yet seeming, too, to pause before it shot into the gulf below; to gaze from the river's level up at the torrent as it came streaming down; to climb the neighboring heights and watch it through the trees, and see the wreathing water in the rapids hurrying on to take its fearful plunge; to linger in the shadow of the solemn



THE GRAND TRUNK RAILWAY SUSPENSION BRIDGE.

rocks three miles below; watching the river as, stirred by no visible cause, it heaved and eddied and awoke the echoes, being troubled yet, far down beneath the surface, by its giant leap; to have Niagara before me, lighted by the sun and by the moon, red in the day's decline, and gray as evening slowly fell upon it; to look upon it every day, and wake up in the night and hear its ceaseless voice; this was enough. I think in every quiet season now, still do these waters roll and leap and roar and tumble, all day long; still are the rainbows spanning them, a hundred feet below. Still, when the sun is on them, do they shine and glow like molten gold. Still, when the day is gloomy, do they fall like snow, or seem to crumble away like the front of a great chalk cliff, or roll down the rock like dense white smoke. But always does the mighty stream appear to die as it comes down, and always from its unfathomable grave arises that tremendous ghost of spray

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SUSPENSION BRIDGE TOWER.

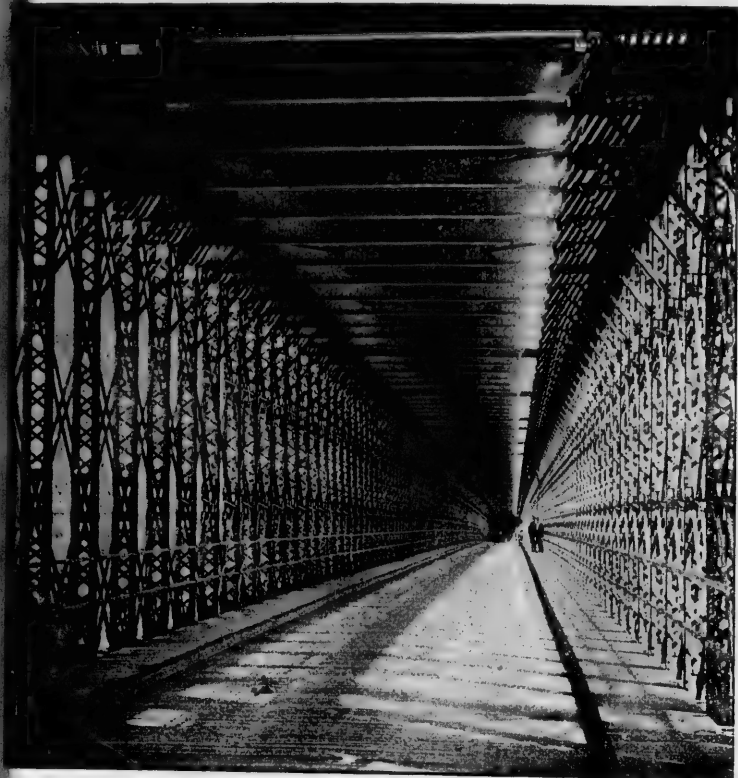
before the deluge—light—came rushing on creation at the word of God."

Since this description was penned, the river below the Falls has been
 spanned with bridges, hotels have sprung up on either shore, and facilities
 of approach have been multiplied, affording easy access to the surging
 throng of visitors from all parts of the world. The governments, of New



Brick
Park
Fall
River
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work on the one side and Canada on the other, have won the gratitude of all by wresting from speculators the most desirable points of access, and creating free public parks, enabling the scenery to be enjoyed by visitors without the endless clamor for "bucksheesh" in the way of tolls, etc., such as formerly characterized this resort.



SUSPENSION BRIDGE ROADWAY.

Prospect Park, on the American side, is reached from Suspension Bridge by electric street railway, landing passengers at the very gate of the Park, while on the Canadian side the finest and most complete view of the Falls and the river can be had from the cars of the NIAGARA FALLS PARK AND RIVER RAILWAY. This finely constructed electric line extends from Chipawa, above the Falls, along the Canadian bank in full view of the Horseshoe and American Falls, passing through Victoria Park and along the margin of



CLIFTON STATION, NIAGARA FALLS PARK AND RIVER RAILWAY.

the river past the rapids, spanning the gorge near the whirlpool, on a viaduct 500 feet long and 135 feet high, and continuing onward to Queenston, opposite Lewiston, N. Y., where the placid waters are reached, and the river commences to expand into Lake Ontario. This new line, twelve miles in length, affords opportunity to see the Falls, and what is of almost equal interest, the gorge, the rapids and the whirlpool below, heretofore unattainable except at large expense for carriage hire, and even then, in many cases, from less desirable points of observation. A similar line on the American shore, but nearer the water, is now nearing completion, and its cars are already in operation, running to Lewiston, and giving the tourist a view of the gorge at shorter range. Both these lines are well patronized, and add to the attractiveness of a visit to Niagara.

The Niagara River below the Falls is spanned at this point by Suspension Bridge, the property of the Grand Trunk Railway System, and justly ranked one of the great bridges of the world. The height of the railway tracks above the water is 258 feet. The length of the bridge between towers, 822 feet.

Aside from its scenic attractions, the entire vicinity of Niagara abounds historic lore, as well as ancient tradition less authentic. Indian legends are

connected with almost every point of interest, and stories of border skirmishes and battles more or less sanguinary, some of them of national importance, may be heard from the more intelligent carriage drivers, who combine the office of historian with that of coachman, and often possess a fund of information worth fully as much as their fare.

The winter views of Niagara are scarcely less charming than those of summer, as the ice bridge, frozen spray, and other features peculiar to the reign of "Jack Frost" combine to render it a scene of gorgeous splendor, especially in the dazzling sunlight.

One has never fully seen Niagara who has not witnessed all her changing moods, at all seasons of the year.



NIAGARA IN WINTER.

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NEW UNION STATION, TORONTO, ONT.



NEW UNION STATION, TORONTO, ONT.

TORONTO, THE QUEEN CITY.



BEAUTIFULLY situated on the north shore of Lake Ontario, surrounded with lovely natural scenery, ornamented with charming public parks, elegant buildings, and hundreds of church edifices, Toronto has an undoubted right to the title of "The Queen City of Canada," as well as a good claim to the sub-title of "The City of Churches."



LIBRARY OF TORONTO UNIVERSITY.

The town was founded by Governor Simcoe, in 1794, and was given the name of York, by which title it was known until its incorporation as a city in 1834, when it received the Iroquois name it now bears. At that date it had a population of less than ten thousand, but gave promise of rapid growth, which has been fully realized, inasmuch as competent judges estimate the present population at little if any less than two hundred thousand.

Toronto, the Queen City.

This phenomenal growth is due largely to the energy and public spirit of her people, who have given substantial aid and encouragement to the location of new enterprises, and a hearty welcome to all new-comers, while maintaining an excellent standard of public morals, and a fine educational system, rendering the city a desirable place of residence from both a commercial and social point of view.

As a summer resort, Toronto has many attractions. Its climate, tempered by the lake breezes, is salubrious and delightful. Its beautiful bay,



ON THE HUMBER.

protected by the island from high winds or heavy currents from the lake, affords abundant facilities for aquatic sports, and regattas, carnivals, yachting trips and water excursions of every sort. Multitudes of steamers and ferry boats ply between the city and the pleasant parks and groves in the vicinity, and the pleasure-loving inhabitants and visitors give them abundant patronage. Hanlan's Point is the resort of the masses, and on pleasant days throughout the summer its avenues and walks are thronged with picnic parties and casual visitors. Lorne Park and Long Branch are reached by the Toronto Branch of the Grand Trunk, and are both delightful resorts, the former beautifully laid out, and free to all. Steamers make frequent trips to Long Branch, Victoria Park, and the Humber River.

The city itself is more than ordinarily attractive. Many of its streets are broad and beautifully shaded, adorned with elegant residences and stately

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Many of its streets
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church edifices. Within its limits are many beautiful parks, and its outlying suburbs, in several directions, are magnificent tracts of woodland, laid out in fine drives and broad avenues. High Park, at the western terminus of the Queen Street car line, is a beautiful tract of two hundred acres, with undulating surface and wooded heights. Rosedale, at the northeast, is adorned with fine residences, while Queen's Park, the Horticultural Gardens, and other charming resorts are found in the heart of the city.

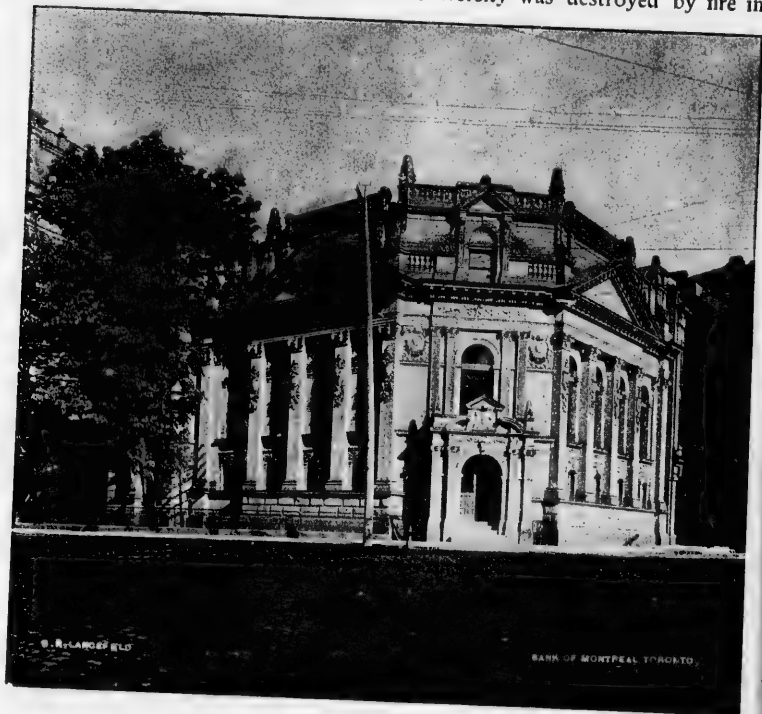


ROSEDALE, TORONTO.

The suggestive title of the "City of Churches" will strike the visitor as exceedingly appropriate, in view of the multiplicity of church structures, representing all denominational interests, and in an endless diversity of architecture. The St. James Cathedral, on King street, is conspicuous by reason of its spire, said to be the highest in America, while a multitude of other costly and imposing edifices greet the eye on every hand.

Toronto is the centre of the public system of education for Ontario, and in its successful workings the people take commendable pride. Educational affairs are placed in charge of a department of the Government, presided over by a Minister of the Crown, responsible to the Legislature. The public schools in Toronto are an index of popular sentiment on this paramount

question of education. The buildings are thoroughly modern, the teachers efficient, and the system the embodiment of the best suggestions. At this writing there are in Toronto 52 public schools, with 475 rooms, accommodating 27,000 pupils. The separate schools carried on under public authority by the Roman Catholics are large and efficient institutions. There are three collegiate institutes, a Normal School for the training of teachers, and the great University of Toronto, the keystone of the educational arch. The beautiful and historic building of the University was destroyed by fire in



BANK OF MONTREAL, TORONTO.

February, 1890, but through the assistance of the Provincial Government, the City Council, and many liberal friends throughout the country, it has been restored to its former greatness, and now the work is being carried on in a building even better adapted to its needs than ever before. Among the other institutions of learning in the city, maintained by the public, are the Model School and Upper Canada College, the latter an institution of historic interest, and the *alma mater* of some of the most distinguished men Ontario has ever produced. Toronto is also the seat of Trinity University, McMaster

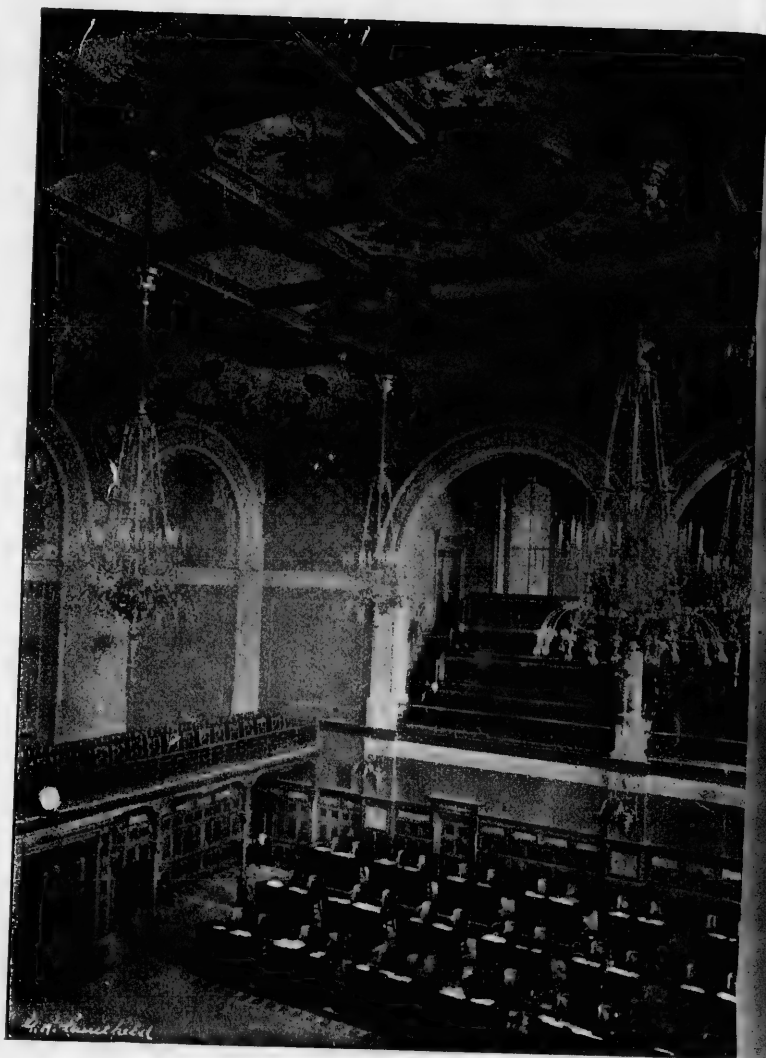
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LOBBY OF LEGISLATIVE CHAMBER, TORONTO.



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University, Victoria University, as well as of a number of great colleges affiliated with the University of Toronto. There are besides, two Medical schools, a College of Pharmacy, a Veterinary College, a School of Practical Science, two great Colleges of Music, and many other institutions of learning. The Public Library is in truth a public library, maintained wholly and directly by public funds, and open freely to all classes. It is accommodated in a spacious and elegant building, well arranged for the purpose, and has on its shelves, at the present time, something over seventy-five thousand volumes.



TORONTO PUBLIC LIBRARY.

The Board of Trade Building, elegant in its architecture, is a fitting illustration of the city's commercial enterprise. This element of Toronto's prosperity is well set forth in the remark of a Chicago business man who was asked his impressions of Toronto, to which he replied, in words more forcible than elegant, "Well, she is business from the word go."

In addition to being the leading business and educational centre in Canada, Toronto is also the seat of government for the Province of Ontario, and the new Parliament Building, in the Queen's Park, opened April, 1893, for the first time, is abundant evidence of the prosperity of the Province and the importance of the city. This building is the most interesting feature in a city already more than usually attractive, and it is claimed that it is one of the finest structures in Canada, and is excelled by few on this continent. About \$1,500,000 have been expended in its erection, and it has been some five years in building. Although everything connected with it is the best obtainable,

and the Legislative Chamber and Members' Library are perfect models of richness and beauty, experts say it is the cheapest building of its kind ever erected in America. Its erection has evidently been free from the corruption and "jobbery" which so frequently attend the construction of public buildings.

The new Union Station is one of the finest in the Dominion, and equaled by few passenger stations in America. Architecturally it is an ornament to the city, and in the arrangement of its waiting rooms, offices, train sheds, etc., it is a credit to all concerned.

Toronto is also a favorite point for excursions and summer tours. The trip across Lake Ontario by steamer, and thence by rail to Niagara Falls, is one which meets with much favor among summer visitors, and is comparatively inexpensive. The Richelieu & Ontario Navigation Co. also make this the starting point for the St. Lawrence River trip to Montreal, Quebec and the Saguenay River, complete illustrated descriptions of which localities will be found elsewhere in this publication, with their attractions specifically set forth.

Trains for the Muskoka and Midland Lakes district and Georgian Bay also start from Toronto, and their locations will be found more fully described in later pages of this work.

THE BAY OF QUINTE.

This delightful resort, in the immediate vicinity of the Thousand Islands, is deservedly becoming more widely known as its numerous attractions present themselves to the yearly increasing throngs of visitors. A tourist who has enjoyed a visit to this famous resort, thus describes the trip:—

The steamer leaves Kingston every week day for the head of the Bay at 3:30 P. M., and returns next morning in time to connect with diverging railroad and steamboat lines for all points. Leaving Kingston, we pass close to the shore, and obtain views of the new government dry dock, the Provincial Penitentiary, and Rockwood Asylum for the Insane, Canada's largest institutions of their kind. Seven miles from our starting point we pass three small islands, known as "The Brothers," among which bass abound.

The first call is made at the village of Stella, then at the village of Bath, where was built the first steamboat that plied the waters of Lake Ontario. Following the main shore west, we come to Fredericksburg, opposite which is Prinyer's Cove, a famous fishing-ground, while three miles northward, across country, brings us to Hay Bay, where some of the best muskallonge and bass fishing, as well as duck shooting, can be had.

From this point west the shores become bolder and the channel narrower, offering the greatest variety of scenery the most artistic eye could desire, the well-wooded dells, the high and rocky bluffs throwing their deep shadows over the placid waters of the Bay as our vessel glides swiftly on. Rounding two small islands, called the "Twin Sisters," a call is made at Adolphustown. This spot is interesting as being the landing place of the

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United Empire Loyalists who, at the close of the war separating the American Colonies from Great Britain, settled in this portion of Canada, naming the townships about them after the members of the reigning family of George IV, viz., Marysburg, Sophiasburg, Ameliasburg, Fredericksburg, Adolphustown and Ernestown. A monument and two memorial churches have been erected to the memory of those brave people.

Four miles further on, on the south shore, is Glenora, at the foot of a high mountain, on top of which is found a charming little lake, not more



FIVE MILES BELOW GANANOQUE.

than a stone's throw from the edge of the cliff, with no apparent inlet or outlet, the theory being that, as it is on the same level as Lake Erie, it is fed by subterranean streams. Turning northward, the visitor is astonished with the delightful panorama of nature which is exposed to view. Not only can he see the channel of the Bay he has just passed through, but four others spreading out like the thumb and fingers of an open hand; and it is from this natural formation that the Bay derives its name, "Quinte." Directly opposite Glenora is Davy's Island, the vicinity of which is celebrated for its muskallonge.

Following the thumb of this watery "hand," we come to the town of Picton, a description of which can be given in one word, picturesque. A short drive of ten miles, almost the entire distance through an avenue, brings the tourist to the Sand Banks, a great natural curiosity, being mounds of the finest white sand, driven in by the wind and waves of Lake Ontario.

To proceed with our trip from Picton, the steamer is obliged to turn completely around, and retrace her course down the thumb and up the forefinger of the open hand, so to speak, passing through the "Long Reach," a narrow channel whose high and precipitous banks resemble very closely the palisades of the Hudson River, until Deseronto is reached, a thrifty and prosperous town, having large manufacturing and shipping interests. This place was formerly called "Indian Woods," it being the reservation of the Mohawk Indians. Here an abrupt turn in the Bay to the west is made, the steamer passing many points of interest, and soon Sanguin Bay stretches to the left a little further on, and affords excellent fishing, being situated in close proximity to Massasaga Park, where good hotel accommodations are always afforded. A few miles further on we find ourselves entering the harbor of Belleville, "The City of the Bay," a city of magnificent churches, shady streets, and handsome residences. Here the steamer ties up for the night, to await her return voyage the following morning.

Parties can here take the Steamer North King, a splendid lake vessel of the same ownership, which traverses the few remaining miles of the Bay, passing Trenton, a lumbering town, and proceeding on through the Murray Canal, connecting the waters of the Bay with Lake Ontario. Fifty miles of rapid steaming across this inland sea brings the vessel to Charlotte, port of Rochester, N. Y. The trip just completed by the Steamer North King is a weekly occurrence. Leaving Charlotte every Saturday at 4 P. M., she crosses Lake Ontario, through the Bay of Quinte, to Kingston, arriving 10 A. M. Sunday morning, from which place during July and August her cruise is continued among the Thousand Islands, taking in both the Canadian and American channels, remaining at Alexandria Bay several hours, and returning by the same route to Rochester, arriving there Monday morning.

Possibly no more comprehensive view of the special attractions of this locality could be crowded into a brief space of time than that afforded by the trip above described. It will be found a pleasing side trip from Toronto or Kingston, and the tourist may yield to the temptation to make a longer sojourn in this delightful region, and visit other points of equal interest.



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THE RIVER ST. LAWRENCE.



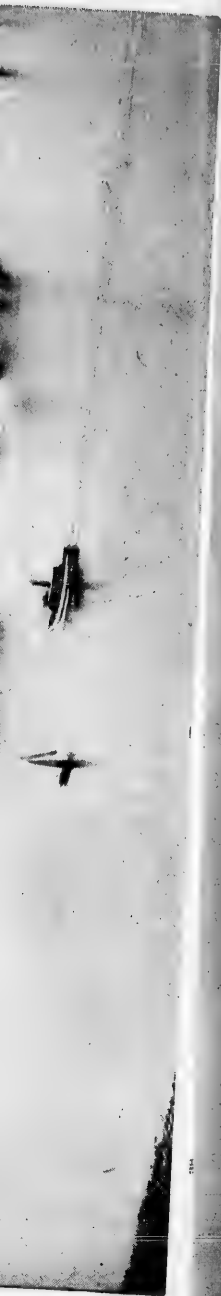
NOT so wide as the Amazon, nor as long as the Mississippi, not so famous for historic traditions as the Hudson, nor for ruined castles as the Rhine, yet the St. Lawrence is more attractive to the tourist than either, and suffers by comparison with neither nor all of them. As the channel through which all the waters of the great lakes find their way to the ocean, it could not be otherwise than majestic, and being navigable its entire length, it presents unusual attractions and delightful contrasts to the voyager who takes a daylight trip among its charming scenery.

Leaving Niagara Falls in the early evening, the tourist arrives at Kingston Wharf in the morning, where the boats of the Richelieu & Ontario Navigation Company are in waiting to receive such of the passengers as may choose to continue their journey by water. On alighting from the train, the broad expanse of water, and the pleasant situation of the village of Kingston, form a most refreshing picture. Our artist has happily reproduced a charming view, as shown on the following page, which is but one of a succession of delights, as the very inception of the voyage brings us into the midst of the wonderful archipelago.

The vicinity of Kingston abounds in lovely scenery, and the onward journey by rail is scarcely less attractive than the trip by steamer. The railway crosses numerous streams, which empty into the St. Lawrence, and occasionally a charming bit of scenery is presented to the view of the observant traveler, as the train dashes through some lovely glen or skirts the shore of some quiet lake. Our artist has selected a sample view, where the railway crosses the Rideau River, on the occasion of a quiet picnic and fishing party.

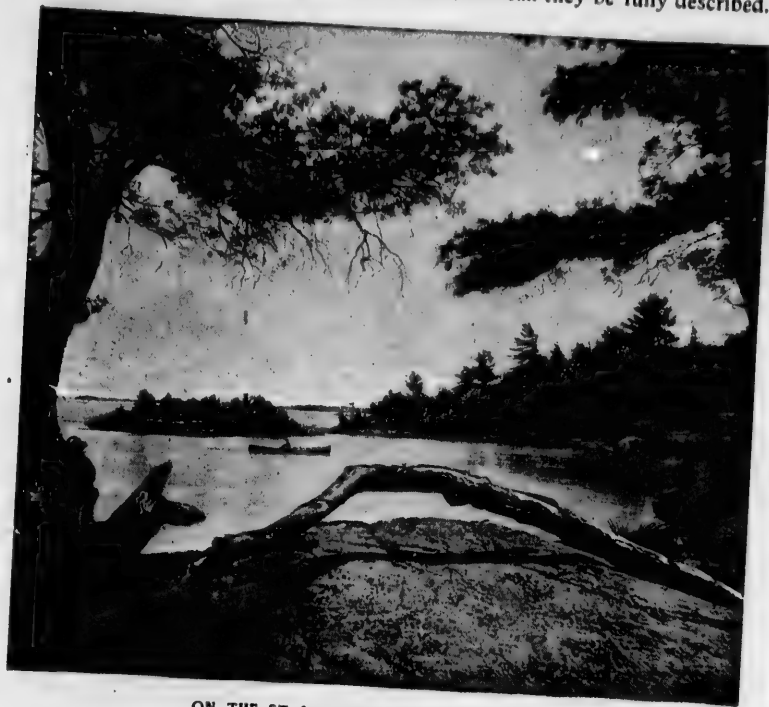
The steamers of the Richelieu & Ontario Navigation Company have been much improved for the passenger service, which is largely increased between Kingston and Montreal during the season of summer travel. The trip occupies the entire day, and from its inception at Kingston wharf to the landing at the dock in Montreal, is a succession of changing delights, embracing a panorama of shifting scenery in endless variety.





The St. Lawrence.

As the lake begins to contract to a river, it would seem as though the land disputed its onward progress, and in the struggle for supremacy the resistless current has broken the firm earth into a thousand fragments, some larger, some smaller, which vainly endeavor to entangle the waters in their downward course to the sea. A more picturesque river archipelago probably nowhere exists, and while much has been written in its praise, the attractions of the locality have never been overdrawn, nor can they be fully described.



ON THE ST. LAWRENCE NEAR KINGSTON.

The islands number more nearly two thousand than one, and are of every conceivable size, shape and appearance, from the merest dot on the water to an extensive tract of many acres. "At times the steamer passes so close to these islands that a pebble might be cast on their shore; while looking ahead, it appears as though further progress were effectually barred. Approaching the threatening shores, a channel suddenly appears, and you are whirled into a magnificent amphitheatre of lake that is, to all appearance, bounded by an immense green bank. At your approach the mass is moved as if by magic, and a hundred little isles appear in its place."

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As the journey progresses, the vision is greeted, not by castles in ruins, as in a tour of the Rhine, but by the view of castellated towers in modern architecture, in a most comfortable state of repair, being the summer homes of some of America's celebrities. These may be less picturesque than crum-



bling ruins, but are exceedingly suggestive of ease and luxury, for which this locality is celebrated. Nor is this comfort confined to castles, as evidenced by the less pretentious summer villas, and the tiny cottages which nestle here and there along the shores, while an occasional tent gives indication that camp life here presents its attractions to those who are disposed to "rough it" for the sake of a temporary sojourn in this health-giving climate.

It will readily be seen that, aside from its popularity as a watering place, this resort has more than ordinary attractions for the artist, who here finds abundant material in nature for summer sketching to adorn many a canvas in his winter work.

The first landing made after leaving Kingston is on the New York shore at Clayton, a flourishing town of some commercial importance, and quite a popular summer resort. Passing several large islands, on one of which is the celebrated Thousand Island Park, Alexandria Bay is reached, also





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on the New York shore. This is one of the most widely known of summer resorts, and has been aptly termed the "Saratoga of the St. Lawrence." Its hotels and villas are elegant and commodious, and here in the immediate vicinity may be found some of the finest residences on the river. The islands adjacent are dotted with cottages, perched upon rocky bluffs, or nestling in some beautiful cove, springing into view as if by magic as the boat rounds a curve, or assuming shape and proportions as a nearer approach separates them from the rock of which they seem a part. Some of the islands "are bristling with firs and pines, others lie open and level like a field awaiting the husbandman's care. Some are but an arid rock, as wild and picturesque as those seen



among the Faro Islands; others have a group of trees or a solitary pine, and others bear a crown of flowers or a little hillock of verdure like a dome of malachite, among which the river slowly glides, embracing with equal fondness the great and the small, now receding afar and now retracing its course, like the good patriarch visiting his domains, or like the god Proteus counting his snowy flocks. In the old Indian days this beautiful extent of the river was called Manatoana, or Garden of the Great Spirit, and well might the islands, when covered with thick forests, the deer swimming from wooded isle to wooded isle, and each little lily-padded bay nestling in among the hills and bluffs of the island, and teeming with water fowl, seem to the Indian in his half-poetic mood like some beautiful region dedicated to his Supreme Deity."

The locality is also a favorite resort for sportsmen, as the hunting, fishing and boating facilities are excellent. Many fine yachts are kept by the

summer residents, and with a "favoring breeze" the white-winged craft will often be seen skimming over the broad expanses of water in trials of speed.

The last of the Thousand Islands are called "The Three Sisters," from their proximity and resemblance to each other. They are nearly opposite Brockville on the Canadian shore and Morristown on the New York side, the two towns being directly opposite each other. The former was named after General Brock, and has received the title of the "Queen City of the St. Lawrence." Its glittering towers and church spires give it an appearance of splendor, which the tourist will observe as a peculiarity of the Canadian cities to be seen in his trip, the metal with which they are covered retaining its brightness in a remarkable degree, owing to the pure and dry atmosphere.



Ogdensburg and Prescott, also on opposite shores, are passed in our trip, then Massena Landing, and we begin the approach to the famous rapids of the St. Lawrence.

While the current has, in many stages of our journey thus far, been swift, the smoothness of the water has given no suggestion of the speed which is imparted to the steamer. The first rapids, the Gallopes, and the du Plat, are comparatively unimportant, and the enthusiasm and excitement of the passengers are not fully aroused until the arrival at the Long Sault. These are nine miles in length, divided in their center by several islands, forming two channels, both of which are navigable. The scenery in the passage of these rapids is grand and beautiful. The surging waters, in their onward rush, are here and there thrown into wild commotion like the ocean in a storm, while occasionally a line of breakers reminds one of a dangerous

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reef at sea. The steady, onward motion of the boat, guided by the keen eye and unfaltering arm of the trusty pilot, gives exhilaration and zest to the trip, and awakens the keenest interest of the passengers. Occasionally a raft will be passed, with a crew of adventurous lumbermen struggling with the current, or singing merrily as they glide along, apparently regardless of the hardships of their voyage. Scattering logs, held by a projecting rock, or lodged along the shores, attest the fate of some raft which has preceded them, but still the precarious ventures are made, and with less fatality than would be imagined, as we see their frail craft whirled hither and thither by the seething river. The upward journey around these rapids is by means of the Cornwall canal, eleven and one-half miles in length. At the lower end of



R. & O. STEAMER SHOOTING LACHINE RAPIDS.

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the Long Sault Rapids, the currents from the two channels unite, meeting with no little violence, forming what is called "the big pitch."

Below the Long Sault, the river expands into a lake, five and a half miles wide and twenty-five miles long, known as Lake St. Francis. The ride over its placid surface, past its many little islands, forms a notable contrast with the previous descent of the rapids, and serves to prepare for the next tumultuous rush through the eleven miles of Coteau, Cedars and Cascades, three sections thus named, of almost continuous descent. The Cedars are also called Split Rock, from a prominent feature in the channel. The Cascades are thus named from their resemblance to a series of short, leaping falls. Passing the Cascades, the river again expands, forming Lake St. Louis, which receives the waters of the Ottawa River, and is twelve miles long by six miles wide. We here get a glimpse of Mount Royal, twenty-seven miles distant,

and the ride through the lake is another stretch of tranquil sailing, a fitting preparation for the tumultuous passage of the Lachine Rapids. On the way we pass Nun's Island, a high mound of peculiar shape, near the mouth of Chateaugay River, belonging to the Grey Nunnery, in Montreal. Other islands are also to be seen, diversifying the view, and rendering the scenery attractively picturesque.

As the banks of the lake again approach each other, the quickening current indicates the proximity of the famous Lachine Rapids. Eager expectation dispels any indifference begotten of the quietness of the previous hour,

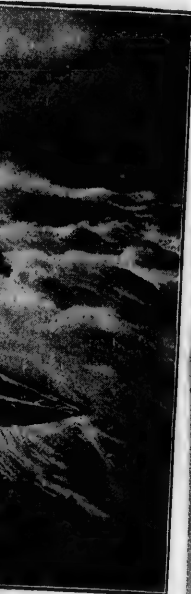


SHOOTING THE LACHINE RAPIDS IN A ROWBOAT.

and the passengers seek available positions for observation. Just ahead, the waters of the river are lashed into foam, and here and there the spray is thrown high in air, as the current dashes against a rock, and eddies and circles in miniature whirlpools, or leaps over the obstruction as if in angry defiance of the attempt to check its mad career. The boat settles as she glides over the rapids, only to settle again at the next descent, instead of riding on the crest of the wave, being in this respect unlike the motion of a vessel at sea. The sensation is a novel one, and when experienced for the first time, the passenger is likely to hold his breath involuntarily until accustomed to the motion. Steam is shut off, and the boat is propelled solely by

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the force of the current. The devious windings of the channel compel the closest attention of the men at the wheel; and as an additional safeguard, the tiller at the stern is manned by an adequate force, and for the supreme moment all attention is given to the course of the steamer. The more timid among the passengers glance alternately at the foaming waters and at the warthy giants at the wheel, realizing, if never before, the all-important meaning of the term, "trusty pilot." The intrepid nerve and skill required to navigate a rowboat through this tortuous channel is well exhibited in the illustration on the preceding page. This feat was successfully accomplished



VICTORIA BRIDGE.

by Col. Bond, of Montreal, in company with a friend, under the guidance of the intrepid Indian chief, "Big John," with two of his trusty oarsmen.

In our view on this page, showing a section of Victoria Bridge, made from an instantaneous photograph, it will be seen that a lumber raft, with all its belongings, has successfully made the perilous run of the rapids, and is still intact. To the hardy lumbermen who make these trips, the work partakes more of hard labor than of novelty; but to the occasional passenger, who "tempts Providence" by venturing the passage, it affords an experience full of startling sensations, and thronged with memories not soon forgotten.

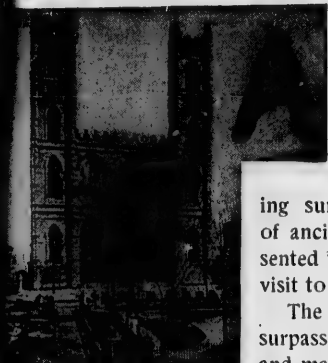
After passing the Lachine Rapids, the river widens again, and a turn in the channel reveals ahead of us the famous Victoria Bridge, under which we glide, and are soon at our wharf in Montreal, at the close of a day that has been filled with a succession of delights, unapproachable in a day's experience elsewhere on the American Continent.



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MONTREAL AND VICINITY.



AS THE commercial metropolis of the Dominion of Canada, it will readily be seen that Montreal takes rank as the chief city of British North America. While this fact contributes largely to its interest and attractiveness to the tourist, its beautiful location, its charming surroundings, and the delightful contrasts of ancient and modern art and architecture presented to the observer, all conspire to render a visit to the place an event of rare interest.

The approach by the river presents a picture surpassingly beautiful. The solid stone piers and massive warehouses in the foreground, the bright-roofed buildings and glistening church spires in the middle distance, with the noble Mount Royal in the background, delight the artistic sense, and inspire emotions of the keenest pleasure. Viewed from the mountain itself, the picture, while totally different, is none the less attractive. The field of view is greatly extended, and the eye takes in a grand panorama of river and mountain scenery, with the city below in near perspective. Almost at your feet, and excavated from the solid rock in the side of the mountain, is the storage reservoir of the city water works. Farther down, and sloping away from the foot of the mountain, the streets of the city intersect each other, adorned with public and private buildings, and beautifully shaded with trees and foliage. As far as the vision extends to the right and left, the sparkling waters of the St. Lawrence are to be seen, a throbbing artery of inland commerce, dotted with shipping, while the distant background is made up of mountain ranges, some of which are in Canada, while dimly outlined on the horizon are the peaks of the Green Mountains of Vermont.

A brief sketch of the city, in this connection, will be of interest to the general reader. It is situated on an island of the same name, about thirty miles long and ten miles wide, formed by a branch of the Ottawa on the north, and the St. Lawrence on the south. It is at the head of ocean navigation, and its port may be said to form the connecting link between this



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...ch of commerce and that of the great lakes and rivers. Its commercial importance will thus be apparent at a glance. It occupies the site of an Indian village, named Hochelaga, which was visited by Jacques Cartier, in 1535, and seven years later Europeans began to settle here. A century later the place was duly consecrated, and commended to the "Queen of the

Angels," and named *Ville-Marie*. Cartier had given to the mountain the name of Mount Royal, from which the present title of the city is derived.

To see the city at its best, the services of a "carter" should be secured. These hackmen are to be found in all quarters of the city, and as their tariff is regulated



A MONTREAL RESIDENCE.

by law, the traveler can govern his riding by his inclination, with no contentions at the end of the journey. The drives in and about the city are charming. The roads are macadamized for miles in every direction, and as the island is remarkable for its fertility, the suburban trips are made amidst the "garden of Canada." The ride around the mountain, and to its summit by the easy grade of its carriage road, brings to view some beautiful scenery,

the climax of which is the glorious prospect from the top, to which allusion has already been made.

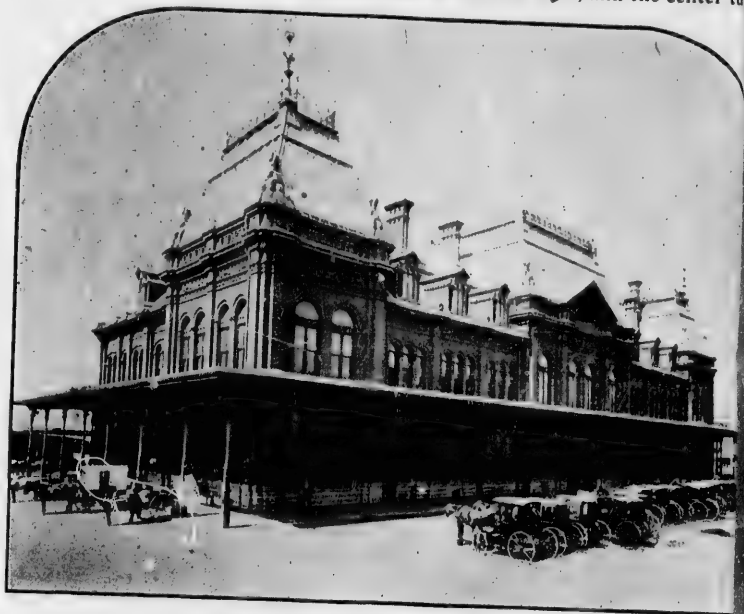
The public buildings of the city, notably its churches, are of more than ordinary interest. Notre Dame, with its twin towers 220 feet high, one of which contains a chime of bells, the



VIEW FROM NOTRE DAME TOWER.

Other the monster "Gros Bourdon," will repay a visit, and the climb to the tower will be rewarded with a grand view. Other churches present rich interiors, adorned with fine paintings and statuary, while numerous hospitals,

market buildings and business edifices will attract attention in the city. The water works, with its reservoir on the mountain side and the public parks and parade grounds, are also worthy of notice. Among all the objects of interest, conspicuous both as a feature of the landscape and for the magnitude of its conception, is the famous tubular VICTORIA BRIDGE, which crosses the St. Lawrence, and connects the Island by rail with the south shore. It is the property of the Grand Trunk Railway, and cost more than six millions of dollars. With its approaches, it is nearly two miles in length, and rests upon twenty-four piers of solid masonry besides the abutments. The center span is 330 feet wide, and the center tube



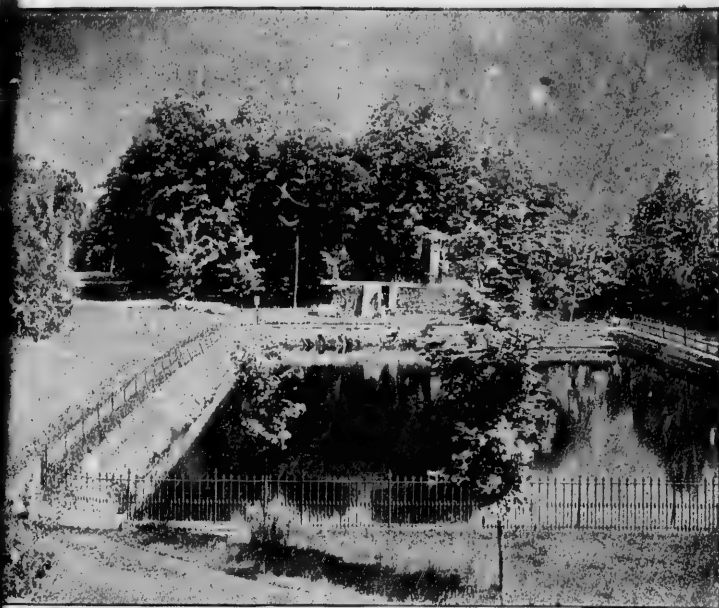
NEW BONAVENTURE STATION, G. T. RY.

is 60 feet above the water. It is, altogether, a splendid triumph of engineering skill, and a credit to the company it so grandly serves. The new railway station of the same company, shown above, is a model of convenience, and an ornament to the city. Its comfortable waiting rooms, for both first and second-class passengers, are spacious and convenient. An elegant dining hall, serving meals and lunches at all hours, is kept in connection.

Aside from the charming scenery in and about Montreal, several delightful side trips furnish attractions to the tourist with time at his disposal. If his approach to the city has not been made by way of the rapids, a pleas-

attention in the river on the mountain side, worthy of notice. It is a feature of the city, and is the famous tunnel which connects the island with the Grand Trunk Railway. With its approaches, it is a masterpiece of solid masonry, and the center tunnel

trip will be by rail to Lachine, returning thence through the rapids, in the market steamer, which makes its daily morning trips to the city. St. Helen's Island, directly opposite the city, is a beautiful resort, and a portion of it has been set apart as a public park. It is easily reached by ferry, and is therefore the favorite resort of the masses on holidays. Athletic games and sports, picnics and various society celebrations, serve to render it a favorite place during the summer season, and the visitor will seldom fail to find opportunities of enjoyment at any time. Swimming baths, belonging to the Montreal Swimming Club, are located on its southeastern shore, and the



RESERVOIR, MT. ROYAL PARK.

triumph of engineering. The new railway is a work of convenience, and is, for both first and second class travel, an elegant dining car. In connection with the Montreal, several depots are at his disposal. The rapids, a pleasant

remnants of departed military glory in the shape of a dismantled battery, some ancient black houses and barracks, and a graveyard, are reminders of the fact that it was once occupied as a point of considerable importance, commanding the approach to Montreal Harbor.

One of the most attractive summer resorts in the vicinity of Montreal, and one which is rapidly growing in popularity, is the beautiful and elevated plateau known as Belœil Mountains. It is reached by the trains of the Grand Trunk Railway to St. Hilaire, and the frequent service on the Portland and Quebec line makes it very accessible, there being five daily trains each way between Montreal and St. Hilaire.



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ANCIENT QUEBEC.

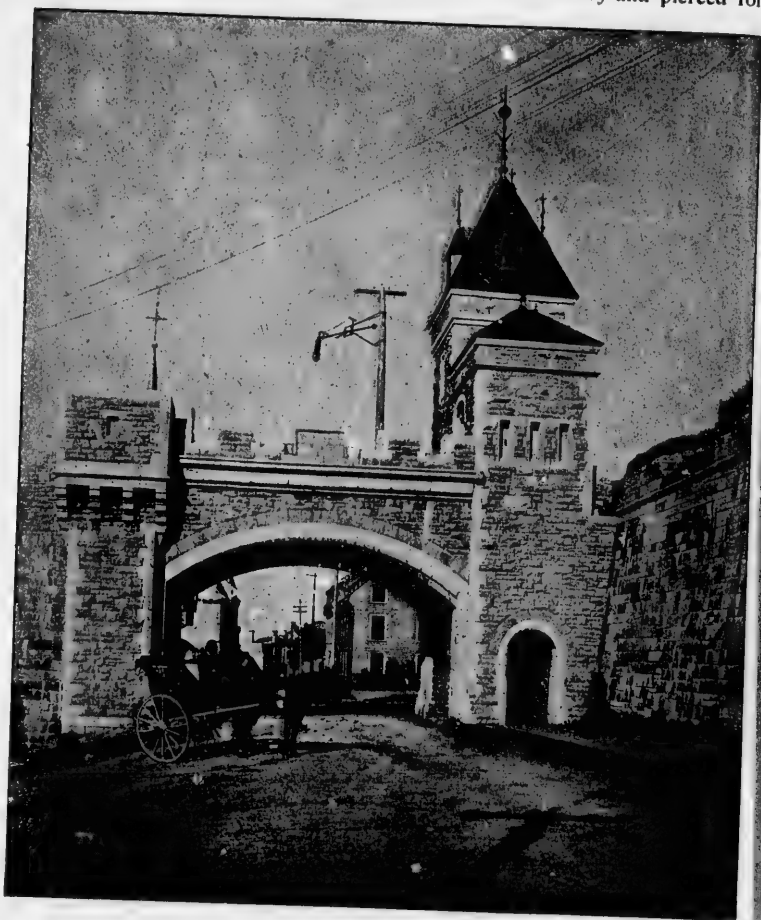


NO CITY on the American continent presents such peculiar attractions to the tourist as does the ancient walled city of Quebec. It is a locality of much historic interest, and no less pleasing for its scenic beauty. Thousands of tourists visit the city in the season of summer travel, on their way to the famous Saguenay River, or the equally famous White Mountain resorts. No tourist who has the time at his disposal should fail to make the trip, either by rail, or boat, or a combination of both, facilities for which are at his command. The route from Montreal to Quebec is *via* the Grand Trunk Railway, or by the Richelieu & Ontario Steamship Line *via* the St. Lawrence, as the tourist's inclination may lead.

The view of the city as approached from the river, is singularly impressive, its situation and surroundings making it an object of striking interest. The fortifications, with their towers and battlements, frown upon you from the Plains of Abraham and from the lower town, and there surrounds the place an air of mediævalism at once novel and attractive. It is one of the oldest cities of America, as well as one of the most interesting. It was founded in 1608, and its history is replete with events of tremendous importance. The scene of many a battle and of untold carnage, the crowning event of all was the memorable engagement which transferred half a continent from France to Great Britain, and immortalized the names of both the victor and the vanquished.

The city consists of two divisions, known as the upper and lower town. The upper town includes within its limits the Citadel of Cape Diamond, which covers the entire summit of the promontory, embracing an area of more than forty acres. It rises to the height of 345 feet above the river, and from its commanding position and the strength of the fortification, has been not inaptly entitled the "Gibraltar of America."

The shape of the city is triangular, the St. Lawrence and St. Charles rivers forming the two sides, with the Plains of Abraham for the base. The river fronts are defended by a continuous wall on the very brow of the cliff, with flanking towers and bastions, loopholed for musketry and pierced for



KENT GATE, QUEBEC.

cannon. On the west side, a heavy triple wall, with trenches between, formerly guarded that approach, but much of it is now demolished.

The nationality of the inhabitants is strongly French, and a visitor from the States can easily fancy himself in a city in France, so decidedly un-

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merican are all his surroundings. The quaint houses, the steep and tortuous streets, especially of the oldest portions of the city, and the almost universal use of the French language in the ordinary channels of trade, require no stretch of the imagination to practically transport one to the old world, and give a glimpse, as it were, of a foreign country. This characteristic is even more marked in the suburbs of the city, being emphasized by the primitive methods of agriculture, and the women in the fields. The view from the Citadel, owing to its elevation, is surpassingly grand and comprehensive. The majestic St. Lawrence, alive with sailing craft of every kind, stretches



VIEW FROM THE FORTIFICATION.

before the vision in both directions, seeming like a band of glistening metal, beautifying the scene and giving animation to the picture. Directly below lie the crooked streets of the lower town, teeming with humanity, while its busy population, so far beneath, seem like pigmies, and you look upon the glistening roofs of the houses and down the very throats of the chimneys, into which it would seem an easy matter to toss a pebble. Looking to the eastward, the Plains of Abraham are spread out before you, together with the bluffs scaled by Wolfe and his brave soldiers in the preparation for the assault that ended in victory, but cost the lives of both commanders. The spot where Wolfe fell is marked by a handsome monument. Directly across the river is the settlement of Point Levi, and down the stream the beautiful



FABRIQUE STREET, LOOKING TOWARD BEAUPORT.



GRAND ALLEE AND ST. LOUIS GATE.

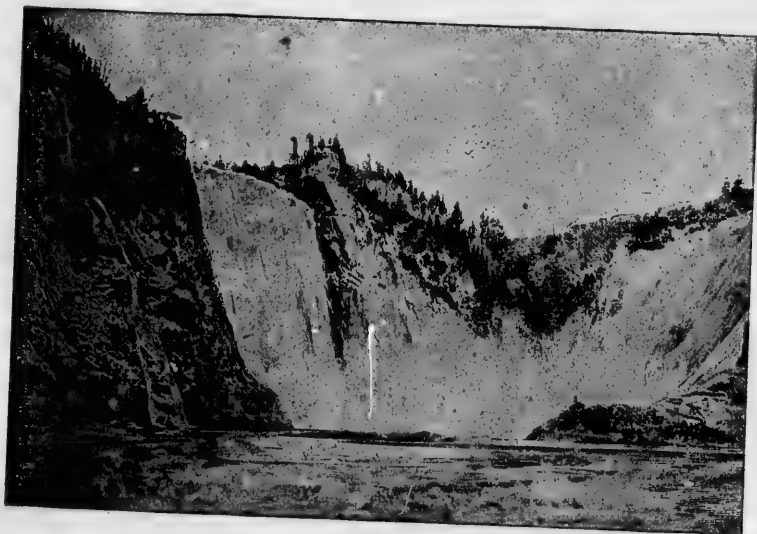
Isle of Orleans may be seen. This pleasant resort may be reached by ferry from the city, and it affords delightful drives, giving views of the Falls of Montmorenci, the Laurentian Mountains, and other objects of interest.



WOLFE'S MONUMENT, QUEBEC.

The Falls of Montmorenci are among the most interesting of the objects which secure the visits of tourists to Quebec, both on account of their own attractiveness and the pleasant drive by which they are reached. The "car-

ters" of Quebec are as numerous as those of Montreal, and the roads around the city and in the country adjacent are among the finest to be found anywhere. The ride of eight miles all too quickly brings you to the River Montmorenci, and here you gaze upon historical ground, it being the scene of the battle of Montmorenci, which immediately preceded Wolfe's final victory at Quebec. Leaving your carriage, and paying a small fee for the privilege of crossing private grounds, you descend the bank of the river to look up at the fall from below. The river here pours over the cliff into the St. Lawrence, broadening at the edge to about 50 feet, and falling 250 feet, in a sheeny vail, half water, half spray, not sublime, nor even grand, but exquisitely beautiful.

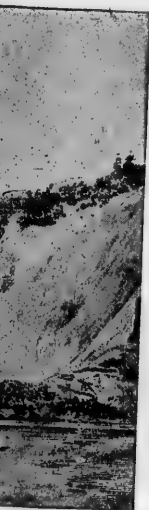


FALLS OF MONTMORENCI.

The falls may also be reached by the trains of the Quebec, Montmorenci & Charlevoix Railway, the trains passing directly in front, and the round trip from Quebec being one of the features of the excursion season.

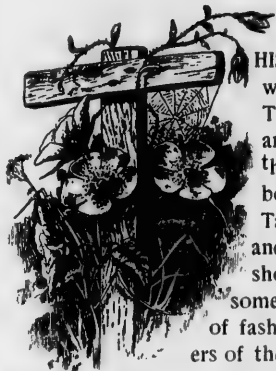
Returning to Quebec, the views of the city are enlivened by the peculiar feature of glistening towers and roofs, so noticeable in connection with many Canadian cities. The sunlight, glancing from the metal-covered roofs, spires, and dormer windows, which owing to the tortuous windings of the streets, are set at every conceivable angle, produces a sparkling effect. The road leads through quaint old hamlets, and the cottages with their picturesque dormer-windows, the thatched-roofed outbuildings, and the peasant-like appearance of the people, almost leads one to fancy that the rural districts of France or Switzerland are the scenes through which the trip is made.

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THE SAGUENAY RIVER.



HIS is the largest affluent of the St. Lawrence, which it joins about 130 miles below Quebec. The scenery of the Saguenay is strikingly grand and romantic, and unlike anything else east of the Rocky Mountains. It is usually visited by boat, and the trip down the St. Lawrence to Tadousac, at the junction of the two streams, and up the Saguenay, among its wild scenery, should be made, even at the expense of slighting some other point of interest lying in the highways of fashionable travel. Leaving Quebec by the steamers of the Richelieu & Ontario Navigation Co., you pass through some remarkably fine scenery, in which the noble St. Lawrence abounds, the river being in some places thirty miles in width, and dotted with a multitude of islands, abounding in game. The Falls of St. Anne are on the river of that name, which enters the St. Lawrence off the lower end of Orleans Island, through a bold ravine. The quarantine station on Grosse Isle is passed, and is associated with sad memories of the famine in Ireland. It received twenty thousand plague-stricken emigrants, of whom six thousand now lie in a single grave, marked by a stone monument.

Ninety miles below Quebec is the fashionable watering place known as Murray Bay. The river is here twenty miles wide, and the tides have a range of twenty feet in height. On the south shore of the river, still further down, is Riviere du Loup, a place of some importance, and six miles below it is Cacouna, already quite famous as a pleasure resort, and yearly increasing in popularity. Across the river from Cacouna is Tadousac, at the mouth of the far-famed Saguenay, formerly a place of some commercial importance as a post of the Hudson Bay Company, and one of the first towns on the St. Lawrence fortified by the French. It has a good hotel, near which is a little church over 250 years old.

The Saguenay River is remarkable, not only for its great depth, but also for the marvelous height of its banks. It seems to flow through a rift in the Laurentian Mountains, which appear to be cleft, as it were, to the very foundations, the height of the cliffs rising from the edge of the river being equaled only by the depth to which they descend below the surface. The source of the river is 130 miles from its junction with the St. Lawrence, in Lake St. John, which is fed by eleven rivers, draining an immense watershed, the great volume resultant pouring through this remarkable gorge, in many places un-



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fathomable. At St. John's Bay, 27 miles above Tadousac, the water is one mile and a half in depth, and but little less at Eternity Bay, six miles beyond. At the latter place, the wonderful capes, Trinity and Eternity, like giant sentinels guard the entrance, rising 1,500 feet and 1,900 feet, respectively, above the water.

Ha-Ha Bay is sixty miles above Tadousac, and is nine miles long by six wide. It has also been named Grand Bay. The first-named title is said to have come from the exclamations of delight which sprung from the lips of the navigators of the river on its discovery; and in contrast with the gloomy



TADOUSAC BAY, SAGUENAY RIVER.

and forbidding aspect of the lower portions of the river, it would seem that such an outburst might be perfectly natural. The mountains around Ha-Ha Bay abound in whortleberries, or blueberries, as they are here called, and a very important industry with the natives is the gathering and shipment to market of the bountiful harvest thus kindly furnished by nature, the picking season extending from the middle of July until the falling of the snow, and the supply being inexhaustible.

Chicoutimi, a few miles beyond, is at the head of navigation, the river being obstructed beyond this point by rapids and falls. Lumbering is one of its important industries, the immense forests of the vicinity being as yet almost in their virgin state, and the harbor accessible to the largest vessels, thus giving it natural facilities of great value.

The Saguenay River.

The fishing in the Saguenay River and its tributaries is one of the chief attractions to the sportsman. Salmon abound, and the quality of the fish taken from such deep, cold water can readily be inferred by the disciples of Walton. Game also abounds in the forests, some specimens being well worthy of the skill and nerve of the trained hunter. Those to whom the hunting grounds of the more densely populated sections of country have become tame and uninteresting will here find novelty, with an occasional spice of genuine excitement.

An interesting feature of Trinity Bay, inclosed as it is with frowning walls, is its wonderful echo. The whistle of the steamer or the discharge of

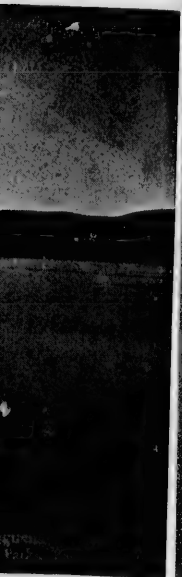


HA-HA BAY, SAGUENAY RIVER.

a cannon is the usual test of its powers of repetition. On the occasion of the visit of the Prince of Wales and his suite, a heavy 68-pounder was fired from the deck, near Cape Trinity. The result is thus described by one of the party: "For the space of half a minute or so after the discharge there was a dead silence, and then, as if the report and concussion were hurled back upon the decks, the echoes came down crash upon crash. It seemed as if the rocks and crags had all sprung into life under the tremendous din, and as if each was firing 68-pounders full upon us, in sharp, crashing volleys, till at last they grew hoarser and hoarser in their anger, and retreated, belching slowly, carrying the tale of invaded solitude from hill to hill, till all the distant mountains seemed to war and groan at the intrusion."

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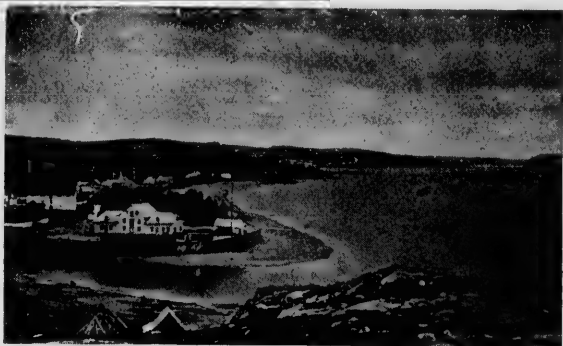


the occasion of ounder was fired cribed by one of e discharge there ion were hurled sh. It seemed as endous din, and crashing volleys, d retreated, bell to hill, till all ion."

But we must take a regretful leave of the Saguenay, with the feeling that but faint justice can be done to its wonderful attractions. It has been tersely described by a writer as a "region of primeval grandeur, where art as done nothing and nature everything; where, at a single bound, civilization is left behind, and nature stands in unadorned majesty; where Alps on Alps arise; where, over depths unfathomable, through mountain gorges, the steamer plows the dark flood on which no sign of animal life appears." A better summing up of its peculiar features, in so few words, it would be difficult to find, and the tourist who visits the locality will have no occasion for

regrets, unless it e that want of me permits nly hurried lances where ours and days ight be enjoyed realizing the ublimity and randeur of the locality.

Among the attractive trips to be made from Quebec is that to



CHICOUTIMI, SAGUENAY RIVER.

Lake St. John. The trains of the Quebec & Lake St. John Railway traverse a fertile section of the country, interspersed with wild forest scenery, and quaint hamlets and Indian settlements. The lake is 190 miles from Quebec, and is the largest in the Province. It is the source of the famous Saguenay River, and is fed by several large streams. Its waters abound in fish, comprising fresh water salmon, pickerel, pike, trout, cusk, perch, dace, etc. The village of Roberval, on the shore of the lake, is becoming famous as a summer resort, and has a commodious hotel, of excellent repute.

The scenery of the Lake of St. John region is peculiarly impressive, and when to this attraction is added the abundance of fish and game, it is not to be wondered at that the locality is every year becoming more widely known and more extensively visited by tourists, especially by those who desire to study nature in her wider moods. This lake, and its tributary waters, are the home of the ouananiche, or fresh-water salmon, the gamiest fish that ever tested the skill of the angler. From early in June to late in September, the most exciting sport is to be had here, and the followers of Walton come from all parts of the country to match their skill against his prowess. When captured, the game is well worth the conquest, its flesh being considered superior to that of the ordinary salmon. The tributary streams abound in spotted trout, many of which are of large size, weighing from ten to fourteen



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pounds each. The forests afford noble sport for the huntsman, who will be able to test his marksmanship on bears and other large game. In short the region is a veritable sportsman's paradise, and well worthy a visit from the lover of the rod and gun.

A favorite sport with the more venturesome is that of shooting the rapids, which are numerous on the streams flowing into the lake. The descent to Chicoutimi by canoe, through the Belle Riviere and Lakes Kenogami and Kenogamichiche, is a grand trip, excelled only by the shooting of the wild rapids of the Grande Discharge, a distance of some forty miles, to the head of steamboat navigation on the Saguenay, interrupted by a few portages around cascades which are too perilous to be passed in boats. The trip should be made in charge of the experienced canoe men who make it a specialty, and who are thoroughly acquainted with the channel, and fully competent to guide a canoe through its tortuous windings.

THE NEW ROUTE TO THE FAR-FAMED SAGUENAY.

The eastern extension of the Quebec & Lake St. John Railway from Lake Chicoutimi is a very important addition to the system, by which tourists are offered a round trip, namely: From Quebec to Lake St. John and thence to Chicoutimi by rail, and down the Saguenay and back to Quebec by water, by the well-known steamers of the Richelieu & Ontario Navigation Co. It is no exaggeration to say that this trip, for grandeur of scenery, is unequalled in America.

Passengers leave Quebec at 8:30 A. M., daily, except Sunday, arriving at Roberval, Lake St. John (190 miles), at 4:30 P. M. The train runs to the door of the new and magnificent Hotel Roberval, which has accommodations for 300 guests, and is equipped with luxurious furniture, hot and cold water baths, electric light, and every convenience of a first-class city hotel. Here the traveler can enjoy an excellent dinner, and if he does not desire to make a longer stay, he may take the train the same evening for Chicoutimi. The run to that town (64 miles) will be made in two hours and a half, over a well-finished, well-ballasted road, built in the most substantial manner, and thoroughly equipped.

Trains will run to the steamboat wharf at Chicoutimi, connecting there on Tuesday, Wednesday, Friday and Saturday with the magnificent Saguenay steamers of the Richelieu & Ontario Navigation Co., until September 16th, and on Tuesday and Friday thereafter. The run down the Saguenay will be made by daylight, the steamer reaching Riviere du Loup at about five in the afternoon, where passengers may either drive to the Cacouna Hotel, or take trains for points on the Intercolonial Railway, or go by steamer to Murray Bay and Quebec.

The Hotel Roberval is run in connection, and is in daily communication, by steamer, with the "Island House," a new and commodious hotel built on

The Saguenay River.

an island of the Grande Discharge of Lake St. John, in the center of "ouananiche" (fresh-water salmon) fishing grounds. These hotels control the fishing rights of Lake St. John and tributaries, all of which are free to their guests.

The climate at Lake St. John is beautiful, and has been pronounced by leading physicians to be very beneficial for invalids. A substantial, elegantly equipped steel-framed steamer, the "Mistassini," with a capacity of 400 passengers, runs on Lake St. John, especially for the service between Hotel Roberval and the fishing grounds of the Grande Discharge. Besides this most popular resort at the northern end of the road, there are numerous other places on the line, such as Lake St. Joseph, St. Raymond and Lake Edward (the latter famous for the finest trout fishing in America), which are



FISHING ON LAKE ST. JOHN.

tully described in the railway folder, in a beautifully illustrated guide book, and in the several books and pamphlets issued by this company, copies of which are mailed free to applicants.

Passengers preferring to return to Quebec by rail may leave Chicoutimi daily, except Sunday, in the afternoon, and Roberval daily, except Saturday, at 8:30 P. M., arriving at Quebec at 6 A. M. daily, except Sunday.

All day trains are equipped with elegant parlor cars, and night trains with comfortable sleeping cars. Upwards of a million dollars have been expended in improving the main line since it was opened for traffic from Quebec to Roberval, in the way of reducing grades and curves, additional ballast, new rolling stock, and in terminals at Quebec, and it is safe to say that the road is one of the best finished and equipped lines in Canada.

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MONTREAL TO THE MOUNTAINS AND THE SEA.



WITHIN the compass of a day's ride, is the journey by the Portland Division of the Grand Trunk Railway from Montreal to the sea-shore, passing through the very heart of the White Mountains on the route; but the day thus occupied must live long in the memory of those who have enjoyed its majestic beauties.

“ On every side
The fields swell upwards to the hills; beyond,
Above the hills, in the blue distance, rise
The mountain columns with which earth props heaven.”

Nowhere in the space of a day's ride on the American continent, can there be found crowded into the short space of “from sun to sun” a more diversified collection of beautiful landscape scenery than that spread out in grand panorama before the occupants of a parlor car on the route about to be briefly described.

Crossing the great Victoria Bridge at Montreal, the train runs near the broad St. Lawrence River for some distance, affording views of the rich and stately city on the opposite shore. Passing the Boucherville Mountains on the left, it soon crosses the Richelieu River, under the very shadows of Belœil Mountain (mention of which has been made in a preceding chapter), with the high ridges of Rougemont farther distant. For some distance on, the route is over a rich and level country, inhabited by an industrious French peasantry, and affords continuous views of the Yamaska Mountains, until the populous French town of St. Hyacinthe is reached, its quaint appearance and the great Roman Catholic colleges attracting attention. After crossing the Yamaska River, a considerable expanse of open and comparatively level country is traversed, with quaint little hamlets seen now and then on either side. From here on, for the space of an hour, the route lies through a thinly populated forest country, until descending into the valley of the St. Francis the line crosses that river on a bridge 320 feet in length, and the charmingly picturesque village of Richmond is reached, this being the junction of the Quebec branch of the Grand Trunk Railway System.

The banks of the beautiful stream of the St. Francis are followed after leaving Richmond for twenty-seven miles. Seldom does the eye rest on a more lovely combination of rich valley scenery, especially if viewed with the glimmer of the early morning sun upon it. Passing the romantic island-



DEVIL'S SLIDE AND STARK VILLAGE.

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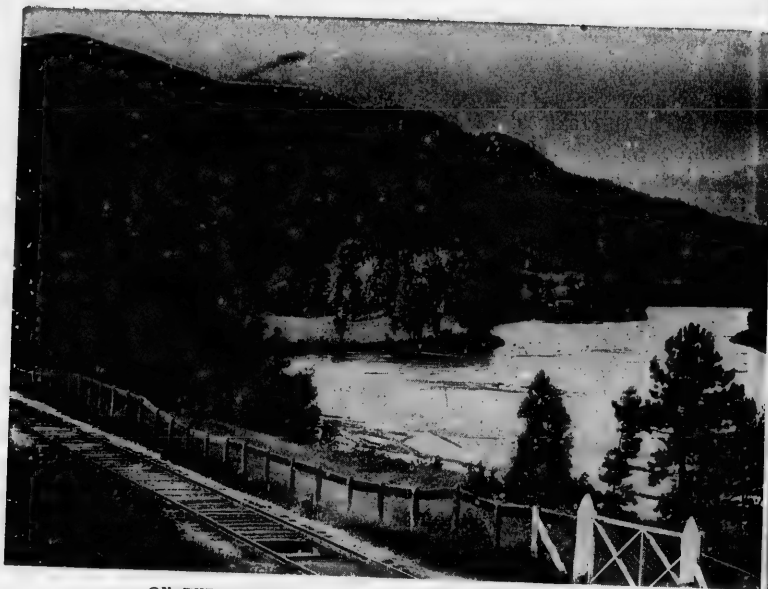
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strewn rapids of Big Brompton Falls, and traversing many an extensive cutting and costly embankment, the line reaches the prosperous and busy town of Sherbrooke, situated at the junction of the Magog and St. Francis Rivers, amidst a beautiful surrounding country. Near the village are the long Rapids of the Magog.



RAPIDS OF THE MAGOG, SHERBROOKE, QUE.

The next point of interest on the route is Lennoxville, at the confluence of the St. Francis and Massawippi Rivers. This is the seat of Bishop's College, an institution of high repute, under the care of the Episcopal church, with preparatory schools attached. It has been called "the Eton and Oxford of young Canada." Copper mines are worked in the vicinity, while not far distant is the beautiful Lake Massawippi, nine miles long by about one and one-half miles broad, swarming with many kinds of fish, among them trout, pike and bass.

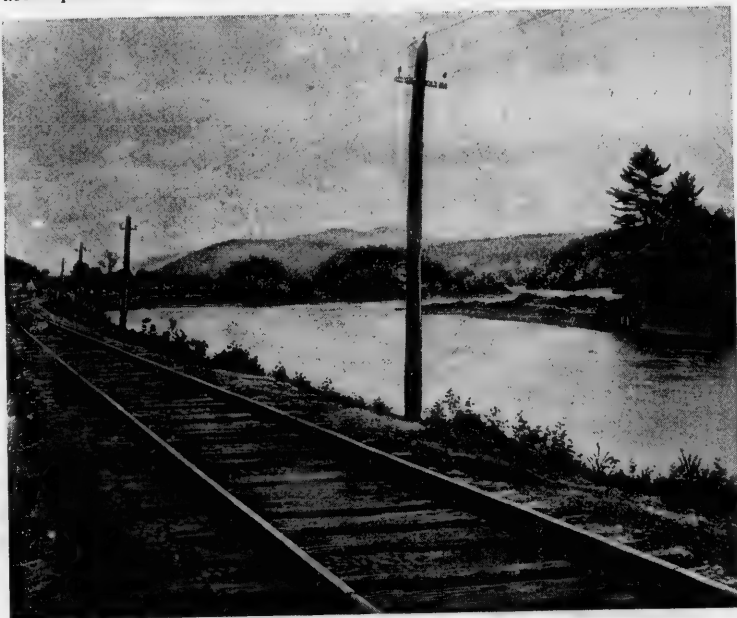


ON THE ANDROSCOGGIN RIVER, NEAR GORHAM, N. H.



BERLIN FALLS, ON THE ANDROSCOGGIN RIVER.

A little beyond, the line enters the valley of the Coaticoke, which it ascends to the United States frontier. The foot-hills of the Green Mountains are seen on the right, Norton and Middle Points being passed on the west. Ascending the pretty valley, the train soon reaches Island Pond, Vt., the frontier station, with its well-appointed summer hotels and railway dining-rooms. The traveler having passed from the dominion of Her Majesty, sees again the "broad stripes and bright stars," under whose protection the remainder of the journey to the mountains and the sea will be accomplished. The waters of Island Pond are about two miles in length,



ON THE CONNECTICUT RIVER, NEAR NORTH STRATFORD, N. H.

surrounded by a hard beach of white quartz sand. The views from Bonny-beag and other adjacent hills are of much interest and extreme beauty. Many of the drives in the vicinity are famous. The streams and waters in close proximity abound in many varieties of fish, chief of which is the spotted brook trout.

The route now follows a natural terrace, past Spectacle Pond, down the long Nulhegan valley, thence through a vast forest, whose ridges rise in rapid succession. Soon after crossing the Connecticut River, North Stratford is reached. This is the junction of the Maine Central Railroad, for Colebrook and Dixville Notch, and Fabyans, Crawford Notch, etc. The line follows the



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Connecticut valley for about twelve miles, passing beautiful meadows, prolific with vegetation, and bordered by mountains on either side. The scenery is a combination of the beautiful and the frowning, and of high interest to the traveler. The whitened summits of Percy Peaks soon appear to the left, and remain in sight for about eight miles as the road slowly rounds them. Beyond Stratford Hollow the line leaves the Connecticut valley, and passes over to the Ammonoosuc, Cape Horn and Pilot Mountains appearing on the right, with the rich plain of Lancaster beyond, and we reach Groveton, where the Grand Trunk meets the Boston & Maine Railroad (White Mountains Division), and passengers for Lancaster, Bethlehem, Fabyans, and the Franconia Mountains change cars, Fabyans being only forty miles distant, and close connections being made with all trains. There is some remarkable scenery in the vicinity of Groveton. Coming from the south toward the village, the Percy Peaks will attract the attention of the most indifferent observer, on account both of their symmetrical form and color. The village itself is surrounded by mountains. Cape Horn, three miles from Groveton (elevation 2735 feet), can be ascended without difficulty.

Soon after starting from Groveton, the train crosses the Ammonoosuc River, with Cape Horn and Mt. Bellamy on the right, and the Percy Peaks and Bowback Mountains on the left and front. Portions also of the Stratford and Sugar-loaf Mountains are seen to the north, and on the other side the Pilot Mountains soon swing into view. As the train speeds to the east, the south peak of the Percies advances over the higher north peak, and finally eclipses it. The line leaves the river for about four miles and runs under the Pilot Mountains, then crosses the river and stops at Stark, with the precipice of the Devil's Slide on the left and Mill Mountain close at hand on the right. The former is a sheer cliff 600 feet high, and bears evidence of ancient natural convulsions. Mill Mountain is 2000 feet high, and is sometimes ascended from Stark by a walk of one and one-half miles through the wood. Beyond Stark water-station fine views are given on the right and in retrospective, including the Pilot and Crescent Ranges, the Percy Peaks, Green's Ledge (sharply cut off on the south). The summits are seen to good advantage across wide and apparently level plains, and present a specially fine prospect. Just before and after leaving the station at West Milan, the traveler who looks forward from the right side of the train gains a beautiful, distinct view of the Presidential Range, arranged in stately order. The view down the river from Milan is very beautiful, including the vast forms of Mounts Washington, Adams and Madison. The line now leaves the banks of the rapid Ammonoosuc, and follows the course of a Dead river. At the lonely water-station of Milan, the track is 1080 feet above the sea. Head Pond is soon passed on the right, and the traveler gains frequent glimpses of the White Mountains. The train soon crosses to the course of another dead river, passes a small pond, and approaches Berlin Falls. On the left, over the diverging track of the Berlin Lumber Company, the far-away blue peak of



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Goose Eye is seen; and the train soon passes the fine cliffs of Mount Forist, and stops at Berlin Falls.

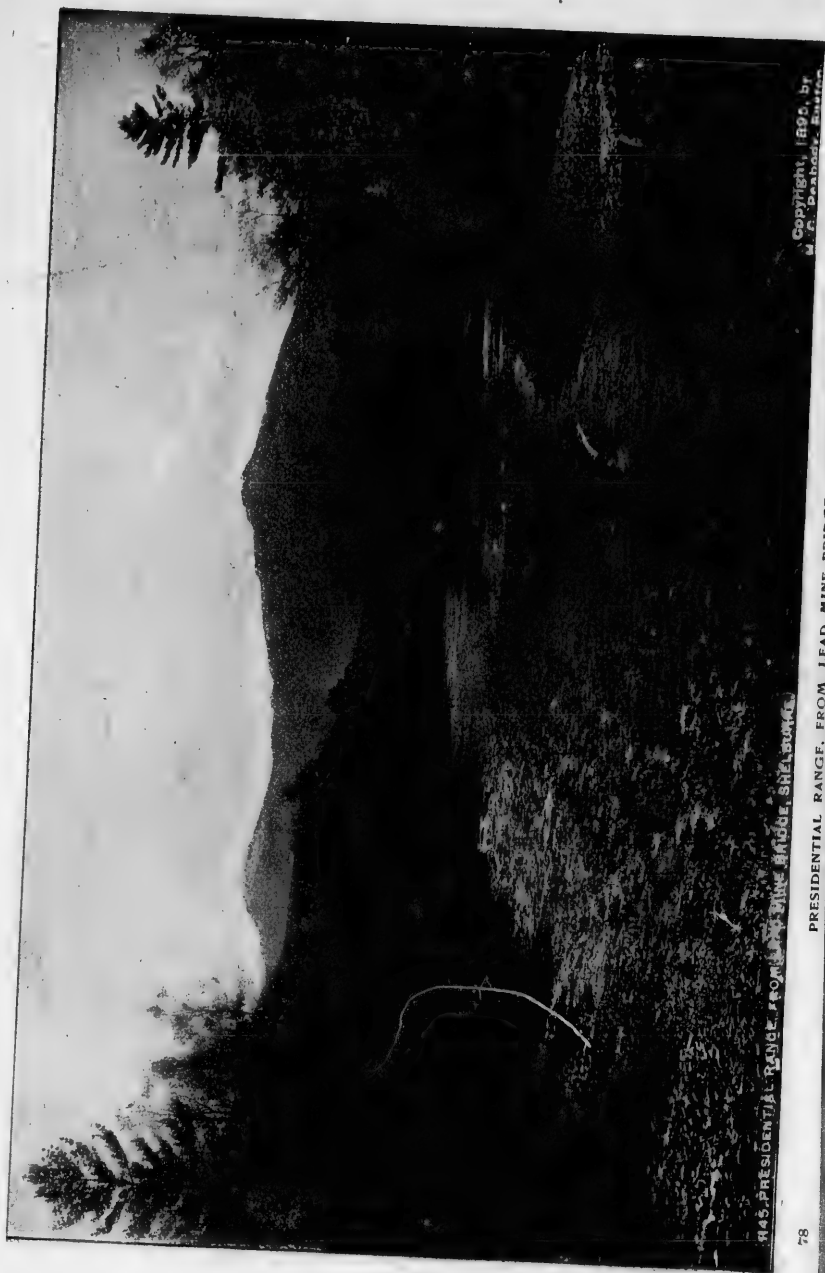
At Berlin Falls station we are only six miles from Gorham. It is the site of the great mills of the Berlin Lumber Company. The falls are within a few rods of the station, and are reached by a foot-bridge over the gorge. Just before descending to this point, the path crosses a ledge from which a fine view of the Presidential Range is to be had. It was much lauded by Rev. Thos. Starr King. The following words are from his pen:—

"We do not think that in New England there is any passage of river passion that will compare with the Berlin Falls. . . . Here we have a strong river that shrinks but very little in long droughts, and that is fed by the Umbagog (Rangeley) chain of lakes, pouring a clean and powerful tide through a narrow granite pass, and descending nearly 200 feet in the course of a mile."

Berlin Falls is the point of departure for Errol Dam, Umbagog Lake. Leaving Berlin Falls, the railway follows a rapidly descending grade, the track falling at the rate of about fifty feet to the mile until Gorham is reached. Glimpses of the silvery Androscoggin River are gained on one hand, while on either side tower the lofty peaks of the White Mountain range. Mount Adams, as seen from the right about one and one-half miles before reaching Gorham, is said to be the highest elevation which we can look at in New England from any point within a few miles of its base. Indeed it is the highest point of land overlooking a station near the base, that can be seen east of the Rocky Mountains. The peak of Mount Adams (5794 feet high) is seven miles distant from the point of observation, whose elevation is 868 feet, above which it towers nearly 5000 feet. From the same point is also enjoyed a magnificent view of Mount Moriah, 3785 feet above the valley. We are in the heart of the mountains. Gorham is the nearest village to Mount Washington, and also the nearest village to the great northern peaks. It is in fact, as in name, "the Gateway to the White Mountains." Not only as an objective point from which to attack the mountains, but also as a summer tourist resort, it affords unsurpassed advantages—an ideal mountain village. The Rev. Thos. Starr King spent several seasons here, writing his most charming book, "The White Hills." Listen to his glowing tribute to this beautiful village and its surroundings:—

"No point in the mountains offers views to be gained by walks of a mile or two that are more noble and memorable. . . . For river scenery, in connection with impressive mountain forms, the immediate vicinity of Gorham surpasses all the other districts from which the highest peaks are visible. The Androscoggin sweeps through the village with a broader bed, and in larger volume, than the Connecticut shows at Lancaster or Littleton. As a general thing, Gorham is the place to see the more rugged sculpturing and the Titanic brawn of the hills."

The village is 812 feet above the sea, the air dry, bracing, invigorating and healthful. The nearness of the great peaks of Washington, Madison,



445. PRESIDENTIAL RANGE, FROM LEAD MINE BRIDGE, SHELBUENE.

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PRESIDENTIAL RANGE, FROM LEAD MINE BRIDGE, SHELBUENE.

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Jefferson and Adams gives rare grandeur to the views of the environs. The drives and excursions almost without number in close proximity to Gorham, have had much to do with its great popularity. Add to these many attractions a first-class, home-like and well-kept hotel (the Alpine House, under the management of Mr. G. D. Stratton), and what more can be desired?

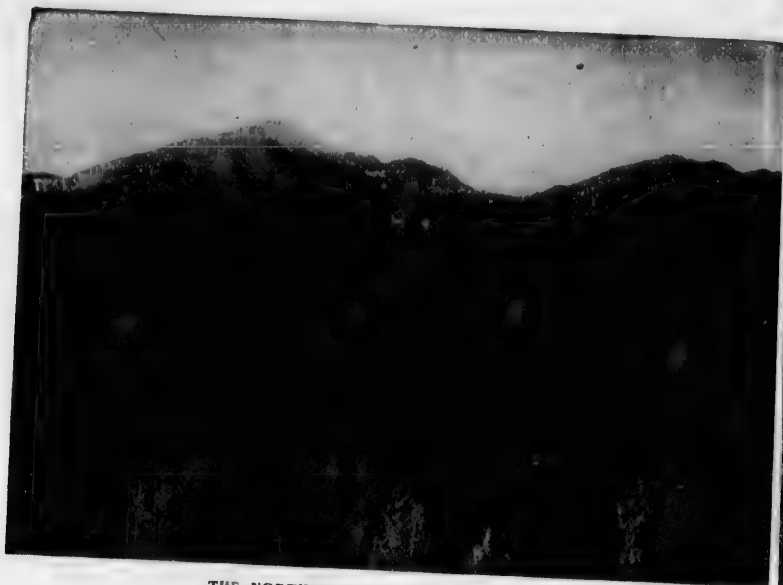
Space will permit of but very brief mention of a few of the many attractive features "in and about Gorham." One of the delightful drives in the



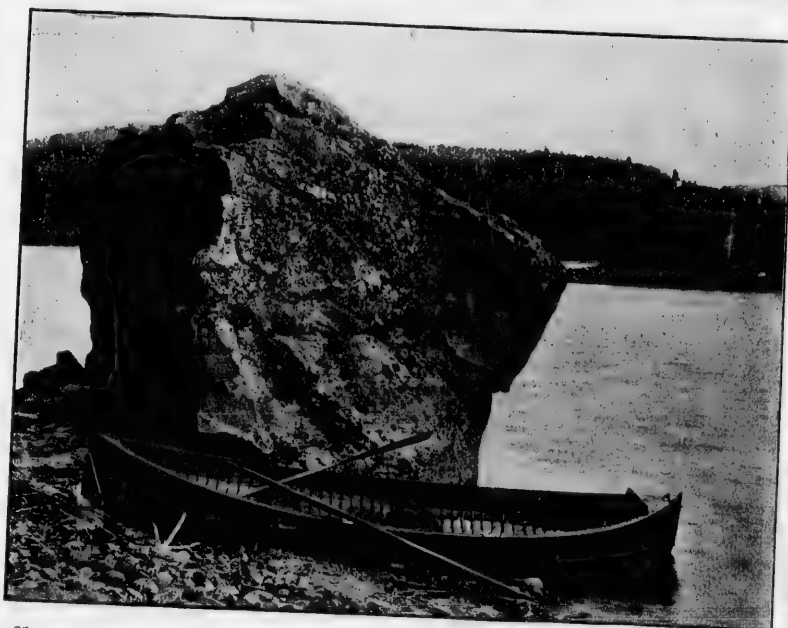
ALPINE HOUSE, GORHAM.

vicinity of Gorham is known as the Milan Road, which follows the Androscoggin through Berlin Falls to Milan Corners the distance being about fourteen miles. Starr King laments that so few tourists have yet taken this ride and enjoyed its superb prospect. Another one of the most notable carriage drives in America is that from Gorham through Shelburne to the Gilead Bridge on the south bank of the Androscoggin and back to Lead Mine Bridge on the north bank. "No drive of equal length among the mountains offers more varied interest in the beauty of the scenery."

Near the point where the Lead Mine Bridge road diverges from the Shelburne road, is a hill whence is obtained a magnificent view of Mount Madison, with a charming foreground of velvety meadow,



THE NORTHERN PEAKS, FROM THE GLEN.



SPIDER ROCK, BRYANT'S POND.

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The Lead Mine Bridge is about midway between Gorham and Shelburne village. From its center a noble view is obtained of Mount Madison with Adams and Washington, the river forming a beautiful foreground. The best time to make the visit is between five and seven of the afternoon. Then the lights are softest and the shadows richest on the foliage of the river, and on the lower mountain sides. And then the gigantic gray pyramid of Madison with its pointed apex, back of which peers the ragged crest of Adams, shows to the best advantage.

As the train leaves Gorham, and at a distance of about a mile from the station, one of the finest views from a railway train to be found anywhere, is secured from the right and rear. Its chief features are the noble prospect of Mount Moriah, Madison and Adams. Just before reaching Shelburne, what splendid symmetry bursts upon the view when the whole mass of Madison is seen throned over the valley, itself o'er-topped by the ragged pinnacle of Adams. For many leagues the route traverses a region of remarkable beauty and picturesqueness. The effects of cultivation are apparent in the rich meadows which border the gracefully winding stream of the beautiful Androscoggin, making constant and pleasing contrast with the wild grandeur of the adjacent mountains. As the fertile intervalles of Bethel are reached, Lock Mountain rises on the left, while on the right are the ledges of Sparrow Hawk.

Bethel, Maine, is a pleasant and attractive old village on the Androscoggin River (1000 feet above the sea). On account of its elevation above the intervalles, it is sometimes called Bethel Hill. The richness and fertile beauty of these intervalles add greatly to the charming scenery in the vicinity, and are a striking contrast to the bold mountains on the north. The claims of Bethel as a summer resort are many. It was called by Starr King "the North Conway of the eastern slope." Drives in the neighborhood are pleasing and diversified, leading to quiet and sequestered districts. It is the point of departure for Lakeside, Cambridge and Rangeley Lakes.

Leaving the Androscoggin valley at Bethel, the road travels a wild and mountainous country, until we reach Bryant's Pond. We are still 700 feet above the sea. The "Pond" itself is a beautiful highland lake surrounded by mountains, its waters abounding in bass and other varieties of fish, while trout fishing is abundant at no great distance. Bryant's Pond is the point of departure for Andover and South Arm on Rangeley Lakes. Rumford Falls, reached by stage from Bryant's Pond, is said to be the grandest waterfall in New England.

Leaving Bryant's Pond, we soon discover that we are leaving the mountains behind us, and approaching the lower levels of that stretch of country leading to the sea-coast.

South Paris, the next point, is the railway station for Paris Hill, a pleasant hamlet situated on a hill 831 feet high. Mount Mica is near Paris Hill on the east, and is claimed to be "the most interesting locality for rare minerals



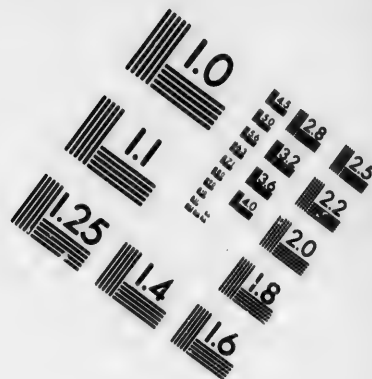
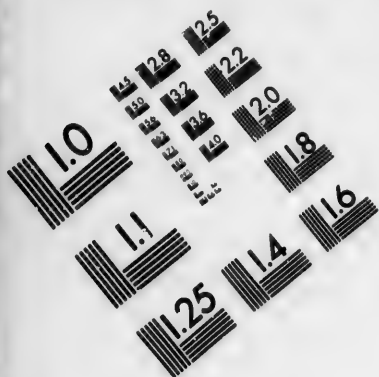
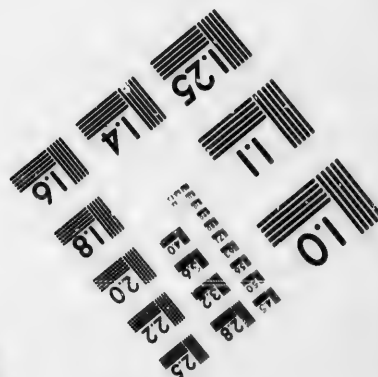
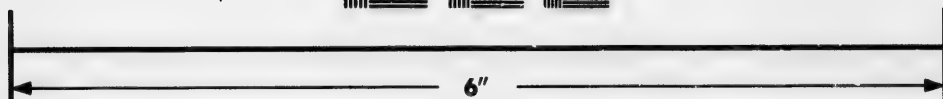
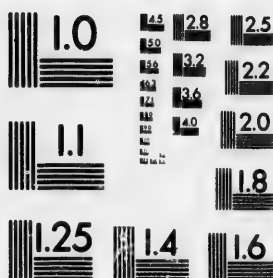


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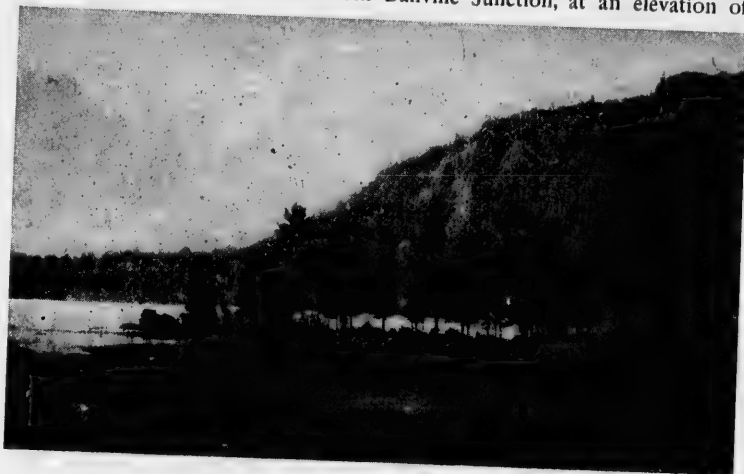
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in the State of Maine." Here are found plates of mica six to ten inches square; green beryls; limpid, smoky and rose quartz; black, green, blue and red tourmaline; feldspar; garnets and other minerals.

Tudor says that Paris is "a place as little resembling its European original as a cottage does a palace. At the same time it may be said, that to the extent in which it falls short of its great prototype as to architectural beauty, does it exceed it in the beauties of nature, being surrounded by a circle of mountains of the most imposing and romantic features."

Leaving South Paris, we approach Danville Junction, twenty-seven miles from Portland, the point of departure for Poland Springs, South Poland, Me. It is situated about five miles from Danville Junction, at an elevation of



BRYANT'S POND, MAINE.

something over 800 feet above the sea. Its high altitude and invigorating atmosphere, in connection with the far-famed Poland Springs water, render the resort one of the most charming spots for tourists traveling for pleasure or in search of health. A fine line of six-horse coaches meet the Grand Trunk trains on arrival, conveying the tourist to the hotel.

Leaving Danville Junction, the train passes through the maritime towns of Yarmouth, Cumberland and Falmouth, and about three miles from Portland crosses the Presumpscott River on a bridge 300 feet in length, and for the first time a glimpse of the salt water is obtained, and a moment later, on the left, is spread out the first view of the beautiful Casco Bay, with its three hundred and odd islands, Cushing's Island with its fashionable hotel and summer cottages, Peak's and Diamond Islands, with their numerous hotels, cottages, and boarding houses, and the innumerable other islands, stretching away in the distance, surrounded by the blue waters of the Atlantic.

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THE WHITE MOUNTAINS.



HE distinguishing peculiarities which render the White Mountains more attractive to summer tourists than any other range or group of mountains on the American continent are their ease of access, and the wonderful diversity of scenery they afford under varying conditions and from different points of view. Within a few hours' ride from Montreal, Quebec or Portland, they are rendered accessible by the conveniences of modern railway travel, with none of the hardships characteristic of former years. With almost inexhaustible resources of entertainment for the visitor, they attract old friends and new in larger numbers with each recurring season.

The point of approach, conceded by all the most ardent admirers of the mountains to be the most impressive and charming, is by way of Gorham and the Glen. That delightful book from the pen of Rev. T. Starr King, "The White Hills," which has become a standard authority on the mountains, was largely inspired and written during the author's sojourn in this vicinity. The village of Gorham has long and pre-eminently enjoyed the distinction of being the "gateway to the mountains." It is the nearest village to Mount Washington, and is pronounced by Drake, another eminent mountain authority, as occupying a "position with respect to the highest summits more advantageous than that of any other town lying on the skirts of the mountains, and accessible by railway." Passing allusions have been made to the points of interest in and about Gorham in a previous chapter, and our limits forbid even a mention of the many delightful drives and walks which may occupy the visitor's attention during an entire season's sojourn. The grand panoramic view of the presidential range, however, must not be omitted. This is had from Mount Hayes, the "guardian of the village, erecting its rocky rampart over it, like the precipices of Cape Diamond over Quebec."

As a point from which to view Mount Washington, Starr King entitles it,—

"The chair set by the Creator at the proper distance and angle to appreciate and enjoy his kingly prominence. All the lower summits are hidden, and you have the great advantage of not looking along a chain, but of seeing the monarch himself soar alone, back of Madison and Adams, and seemingly disconnected with them, standing just enough to the south to allow an unobstructed view of the ridges that climb from the Pinkham road up over

Tuckerman's Ravine, to a crest moulded and poised with indescribable stateliness and grace. It completely dimmed the glory of Mount Adams. The eye clung, ever fascinated and still hungry, upon those noble proportions and that haughty peace. . . . It was satisfactory, artistic mountain-eminence and majesty that we were gazing upon."

The approach to the mountains from Gorham is by way of the Glen, and the ride by carriage is one of the few remaining vestiges of "mountain staging." Six-in-hand tally-ho coaches meet the trains of the Grand Trunk



EMERALD POOL.

Railway at Gorham, for the Glen Site and the summit of Mount Washington. The road lies along the course of the Peabody River, which flows into the Androscoggin at Gorham, having its sources far up among the mountains.

The road to the Glen is in a southwesterly direction, and frequent glimpses are given of the noble mountains as the journey progresses. The views from the Glen, the site of the Glen House, recently destroyed by fire, are grand and impressive. The five greatest peaks of the White Mountain group are here visible, and at one sweep the eye takes in Washington, Clay, Jefferson, Adams and Madison, the second being partially obscured by a spur of Washington, but more fully revealed by a slight change of the point of view. These five peaks are visible from the Glen in greater sublimity and

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grandeur than from any other point of observation. Their massive proportions, from base to summit, are clearly revealed, without the peculiar "fore-shortening" effect of intervening foot-hills, so noticeable elsewhere. In a clear morning, shortly after sunrise, they stand out in bold relief against the sky, while their rocky summits, ragged ravines, and scarred sides, with the wooded slopes in the foreground of the picture, fascinate the beholder and command the admiration of even the most extensive European travelers. In the afternoon, their sharp outlines against the illuminated sunset sky present a picture no less attractive, though differently lighted. And when the Storm King sweeps over their summits, crowning them with clouds or wrapping them in fleecy vesture, embroidered with the gold and tinsel of the lightning's flash, and anon, touched with the fleeting rays of broken sunlight, still another majestic and gorgeous scene is presented. So that, with all the varying moods of mountain atmosphere, the changing scenes, and the new groupings presented from different localities, coupled with the many attractions to be found in the immediate vicinity, the Glen is a most delightful spot.

A walk or ride of about a mile from the Glen brings us to the Emerald Pool, a view of which we present, and which cannot be improved upon by a description. It is a most restful place, the river itself here seeming to pause in its madly merry race toward the ocean, as if resting for the long, long journey to the broad Atlantic. Another mile, and a guide-board is reached, which points the way, by a diverging path, to Thompson's Falls. A short walk up the lower slope of Wildcat Mountain, and we reach a brook which rushes down the mountain side on its way to Peabody River. Over ledges of granite it comes plunging in a series of cascades, to which the name of Thompson's Falls has been given. From the upper height of the falls a view is afforded of Tuckerman's Ravine, while high above, the summit of Mount Washington looks frowningly down. The view thus afforded is declared by experienced tourists to be one of the best in the mountains, and it has been reproduced in "Picturesque America." The wildness of the scene amid the seclusion of the forest, the glistening of the cascade in its journey among the leafy surroundings, with its musical cadences falling softly on the ear, all conspire to render the spot most exquisitely charming to the lover of nature, and the visitor feels well repaid for the trip.

Returning to the road, another mile brings us to the path which leads to the Crystal Cascade, said to "divide with Glen Ellis the honor of being the most beautiful waterfall of the White Mountains." The path extends through the woods a distance of some three-eighths of a mile.

Glen Ellis Falls are about four miles south of the Glen Site, on the Ellis River, at the base of Wildcat Mountain. Their old name of Pitcher Falls, given from their shape, has now fully given way to the more poetic but less suggestive title of Glen Ellis, bestowed by a party of visitors in 1852. A graceful writer thus describes a visit to the spot:—



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“Descending by slippery stairs to the pool beneath it, I saw, eighty feet above me, the whole stream force its way through a narrow cleft and stand in one unbroken column, superbly erect, upon the level surface of the pool. The sheet was as white as marble, the pool as green as malachite. As if stunned by the fall, it turns slowly round, then recovering, precipitates itself down the rocky gorge with greater passion than ever. On its upper edge, the curling sheet of the fall was shot with sunlight, and shone with enchanting brilliancy. All below was one white feathery mass, gliding downward with the swift and noiseless movement of an avalanche of fresh snow.”

In addition to the cascades and waterfalls which have been already mentioned, there are numerous charming spots all along the mountain streams, and among the leafy glens, many of which have delighted the eye of the artist, and not a few of them have been transferred to canvas as a permanent reminder of the delights of a summer at the Glen. To the lover of the rod, the mountain brooks furnish the added attraction of being the home of the speckled trout, and many a famous “catch” has delighted the follower of Walton, and tempted the appetite of the epicure.

The mountain views in the direction opposite the great Presidential Range are scarcely less imposing than those already described. The Carter Range lies to the east of the Glen, and the peaks of Carter Dome, Mount Carter, Imp Mountain, Mount Moriah and Wildcat, are prominent features of the landscape. Imp mountain is so named from the grotesque profile which is visible from the road above the Glen House. From the summit of Wildcat a fine view of the Presidential Range can be had as a reward for an hour's climb.

But by far the most wonderful mountain gorge in the entire vicinity is the chasm in the east side of Mount Washington, known as Tuckerman's Ravine. This is best reached from the carriage road to the summit of Mount Washington. About two miles from the Glen Site, the path diverges from the carriage road, and follows the old Thompson bridle path to Hermit Lake, thence following the bed of the stream into the very depths of the Ravine. One remarkable feature of this gorge, to be seen nearly the entire season, is the snow arch. As the rays of the sun are excluded from the Ravine except during a short portion of each day, the winter's accumulation of ice and snow often remains until autumn. The mountain streams gradually melt out the under side of this deposit, forming an arch, often of great beauty. The walls of the ravine are called the Mountain Coliseum. Starr King says:—

“No other word expresses it, and that comes spontaneously to the lips. The eye needs some hours of gazing and comparative measurement to fit itself for an appreciation of its scale and sublimity. . . . It seems as though Titanic geometry and trowels must have come in to perfect a primitive volcanic sketch. One might easily fancy it the Stonehenge of a pre-adamite race,—the unroofed ruins of a temple reared by ancient Anaks long before the birth of man, for which the dome of Mount Washington was piled up as the western tower. There have been landslides and rock-avalanches as terrible in that ravine as at Dixville Notch,—the teeth of the frosts have been as pitiless, the desolation of the cliffs is as complete, but the spirit of the



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place is not as gloomy as at Dixville,—is sublime rather than awful or dispiriting. . . . In Tuckerman's Ravine there is a grand battle of granite against storm and frost, a Roman resistance, as though it could hold out for ages yet before the siege of winter and all the batteries of the air."

The Mount Washington carriage road, from the Glen to the summit, furnishes opportunity for a delightful drive, and no visitor should miss the exhilarating trip. The roadway itself is a fine piece of highway construction, the ascent being accomplished by a winding course, with easy grades, not exceeding one foot in eight on the average. The carriages are strongly built mountain wagons, each drawn by six sturdy roadsters, driven by experienced "knights of the whip," who know every turn of the road. The traveler will note the changes in vegetation as the altitude increases, the heavy forests giving way to stunted shrubs, and these in turn to mosses and lichens, while at the summit the bare and desolate rock gives an idea of arctic climate, which indeed does prevail the larger part of the year.

The Summit House furnishes shelter to the visitor, whether his stay be for a few hours only, or for days or weeks. The view from the summit is indescribable. Its immensity is at first overwhelming. The line of vision bounds a circle nearly a thousand miles in circumference; and within that circle are lakes, rivers, mountains, valleys, dark forests, smiling villages, and in fact an almost endless variety of scenery, ever changing as the gaze is directed to the different points of the compass. In a clear day the distant glimmer of the Atlantic may be seen, off Portland harbor, to the southeast. In the opposite direction, the horizon is broken by the Green Mountains of Vermont, with a glimpse of the remote Adirondacks in New York. All around are lakes, mountains, rivers and villages. The view is greeted with a new picture at every turn, and as the eye learns to distinguish distances it gradually dawns upon you that you stand over a mile and a third above the level of the sea, at the highest altitude attainable in New England without the aid of a balloon.

The following description of a sunrise on Mount Washington is from the pen of the author of "The Switzerland of America:"—

"The grand, culminating view from this lofty point of observation is to be had at the rising of the sun. . . . At early dawn the inmates of the house are roused, and such as choose to do so arise and dress, and take their position on the platform east of the building, to watch for the first appearance of the 'golden orb of day.' Beneath you the valleys are still in slumber, and a deep gloom is spread over all, in sharp contrast with the light of dawn which already illumines the mountain peaks around you. Banks of mist here and there indicate the location of bodies of water, and possibly overhanging clouds may partially hide some of the mountain summits from view. All eyes are turned expectantly toward the east, which is beginning to show a faint rosy tinge, deepening every moment till it reaches a crimson or perhaps a golden hue, a fitting couch from which the brilliant day-king is about to spring forth upon his glorious reign. Suddenly one point in the eastern horizon grows more intensely bright than all the rest, and the disc of the sun is then discernible, quickly increasing in proportions until the broad



MOUNT WASHINGTON RAILWAY AND STATION

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face of the great luminary so dazzles the eye as to compel a withdrawal of the gaze. Looking then into the valleys below, the effect is transcendently beautiful. While the spectator is bathed in the full golden sunshine, the sombre shadows are just beginning to flit away, presenting in the strongest possible manner the contrasts of light and shade; and not until some minutes have elapsed does the new-born day reach down into the deepest valleys to drive forth the lingering remnants of night."

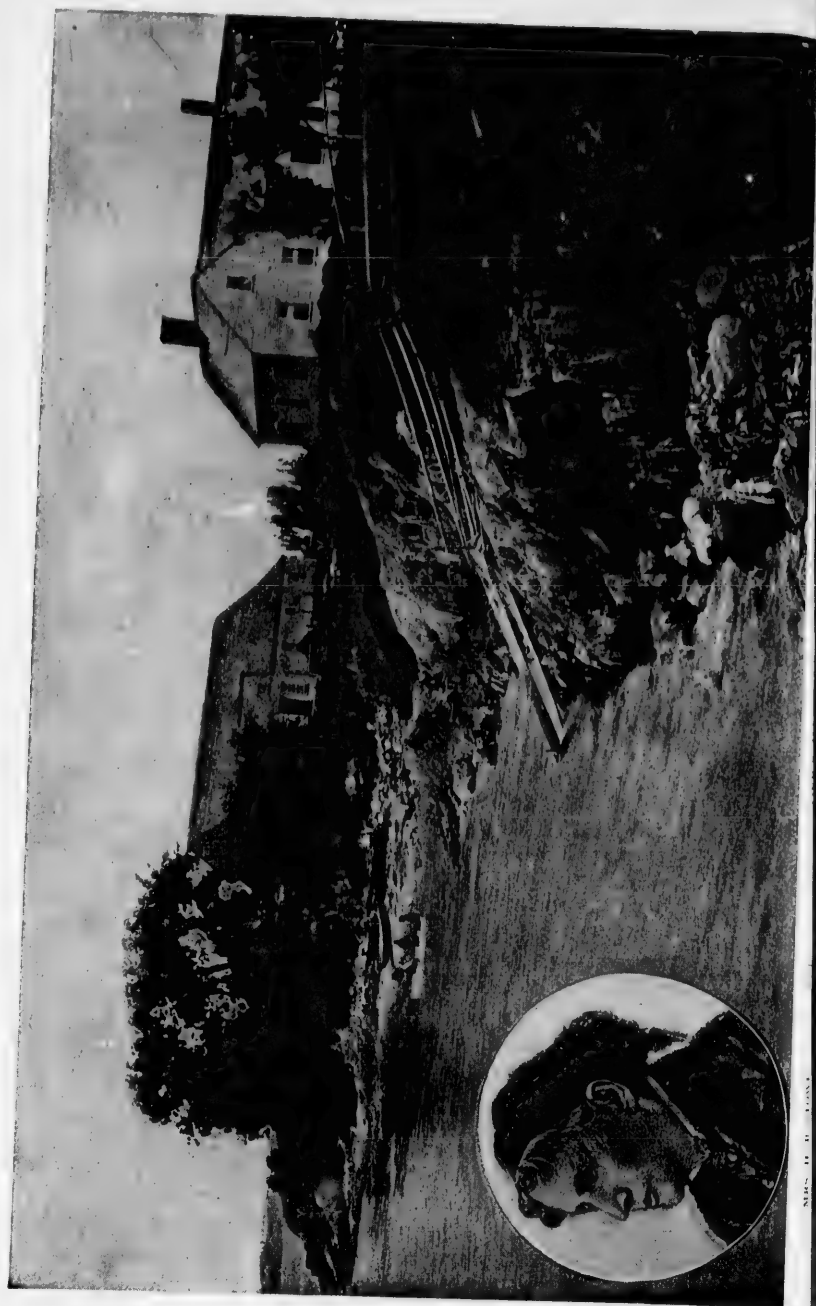
Leaving the summit, the visitor may return to the Glen by stage, or may descend the other side of the mountain by the Mount Washington Railway, illustrated opposite, and described below. This railway connects at the base of the mountain with the Boston & Maine Railroad, one of the great highways of mountain travel, reaching nearly all the celebrated resorts of this region. Six miles from the base is the famous hostelry of Fabyans, where connection is made with the Maine Central for Crawfords, the White Mountain Notch, and Conway, while beyond, on the Boston & Maine line, are the Twin Mountain House, Bethlehem, and the Jefferson Meadows. At Bethlehem Junction connection is made for Franconia Notch and the Profile House, this line also being operated by the Boston & Maine.

MOUNT WASHINGTON RAILWAY.

This remarkable triumph of engineering skill, extending from the base to the summit of Mount Washington, now renders a trip to the summit accessible to everybody, and the fatigues attendant upon mountain climbing are here a thing of the past.

The novel road is constructed with an extra or center toothed rail, into which the cog wheel of the engine "meshes," and the train is thus enabled to climb the grade, as no ordinary engine could possibly do. The trip occupies about an hour and a half, and it is needless to say that the views afforded from the train are surpassingly grand. Each train consists of one engine and a single car, the engine being always below the car, to push in the upward journey and to hold it back in the descent. The safety appliances on the train are such that an accident is well-nigh impossible, and not a passenger has ever been injured in all the years the road has been in operation.

Tourists from the west may make connection with the trains of the Boston & Maine at Groveton Junction, direct for Fabyans, or at Berlin or Gorham, by way of Jefferson. A favorite "tour of the mountains" with many travelers who approach them from the north, is by way of Gorham and the Glen, including the stage ride to the summit, descending by the railway to Fabyans, from which place side trips may be made to all the points of interest, thence returning to the Grand Trunk Railway *via* Groveton Junction, Gorham, or Berlin. Or this trip may be reversed, the tourist leaving the Grand Trunk at Groveton, thence to Fabyans, and over the mountain, by rail and stage, to Gorham.



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THE SEASHORE.

PORTLAND, MAINE, AND THE BEAUTIFUL CASCO BAY.



THE coast of Maine is abundantly rich in all that goes to make a complete summer resort. Speaking of Casco Bay, of which the harbor of the City of Portland, the eastern terminus of the Grand Trunk Railway System, forms a part, the following extract from the pen of Edward H. Elwell, in his admirably written work entitled "Portland and Vicinity," will be found truthful and concise, and convey as well as words can, some conception of this beautiful resort by the sea:—

"Here is a little bay, extending from Cape Elizabeth to Cape Small Point, a distance of about eighteen miles, with a depth of about twelve miles, more thickly studded with islands than any water of like extent on the coast of the United States, there being something over 300 islands in Casco Bay. Unlike the low sandy islands of the Massachusetts coast, these are of the most picturesque forms, while bold headlands and peninsulas jut far out into the waters. There is the greatest possible variety in the form and grouping of these islands. Some lie in clusters, some are coupled together by connecting sandbars, bare at low water, while others are solitary and alone. Nearly all of them are indented with beautiful coves, and crowned with a mingled growth of maple, oak, beech, pine and fir, extending often to the water's edge, and reflected in many a deep inlet and winding channel. In the thick covert of the firs and spruces are many green, sunny spots, as sheltered and remote as if far inland, while beneath the wide-spreading oaks and beeches are pleasant walks and open glades.

"For the most part they rise like mounds of verdure from the sea, forest-crowned, and from their summits one may behold on the one hand the waves of the Atlantic, breaking almost at his feet, and on the other, the placid waters of the bay, spangled by multitudinous gems of emerald, while in the dim distance he discerns, on the horizon, the sublime peaks of the White Mountains. It is impossible to conceive of any combination of scenery more charming, more romantic, more captivating to the eye, or more suggestive to the imagination."

All the varieties of fish that frequent the New England coasts are to be caught in abundance in season, either directly from the rocky portions of the shores or in its immediate vicinities.

Portland, Maine, is, undoubtedly, the loveliest city on the Atlantic coast. It stands on a high peninsula some three or four miles in length. At its outer, or northeastern projection, the peninsula swells into the bold height of Munjoy's Hill, crowned with a light-house and an observation tower, from which the grand panorama of Casco Bay stretches out in the foreground, while in the other direction the magnificent range of the White Mountains closes up the vista.

Much has been written, in poetry and prose, of the beauties of Casco Bay, of which the harbor of Portland forms a part, Longfellow and Whittier being most remembered. The house in which Longfellow was born still stands at the corner of Fore and Hancock streets, Portland, while next door to the Preble House stands the ancestral Wadsworth mansion, Longfellow's later residence and still the abiding place of the Longfellow family. A magnificent statue of the famous poet occupies one of the delightful squares for which this beautiful city is so noted.

The drives around Portland probably offer as delightful and varied attractions as can be found anywhere in this country. Among the most interesting may be mentioned the one leading by East Deering and the United States Marine Hospital to Falmouth Foreside, some eight or ten miles, with magnificent views stretching over Casco Bay, and its many islands; or over the shell road to Deering's Oaks and Woodford's; or to the beautiful Evergreen Cemetery with its many monuments. Again, to Pride's Bridge on the Presumpscot River. There is also a delightful drive leading down the coast by the great dry-docks and the ship-building hamlet of Knightville to the ancient and favorably known summer resort, called Cape Cottage, while just beyond is the tall lighthouse on Portland Head. The shores on this side of the Bay are remarkably bold and rocky, and after a hard blow a tremendous surf rolls in upon the unyielding cliffs with a dash of spray, and a roar heard for miles. Further down on this rocky coast stands the Ocean House, and not far away the lighthouses, known as the "Two Lights." Scarborough Beach lies still beyond.

One of the delightful excursions by boat from Portland is to Harpswell, by the Harpswell Steamboat Company, whose large new steamers, the "Merryconeag" and "Sebascodegan," make four round trips daily in connection with the Boston and New York steamers and the Grand Trunk trains. The route is known as "The 365 Island Route," and the steamers call at the most important of the islands, including Long Island, Great and Little Chebeague Cliff, Bailey's and Orr's Islands, on their way to South Harpswell. This company not only serves the summer residents at the many cottages and hotels, but also gives a lovely day's excursion to those whose time is limited, offering tickets for the passage and a first-class shore dinner for a dollar.

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Among the favorite island resorts of Casco Bay are Cushing's Island, Peak's Island, with its hotels and cottages, Big and Little Diamond Islands, Little Chebeague, one of the most attractive islands in the Bay, for summer guests. Great Chebeague covers 2000 acres, and has a considerable population of farmers and fishermen, schools and churches, good roads and several summer hotels; Long Island, with hotels, boarding houses and cottages; Hope Island, with its quiet little hotel. Further on, numberless islands gem the blue waters, crowned with tall trees and sheltering many a lovely cove and sandy beach. Those who come hither for a summer vacation should

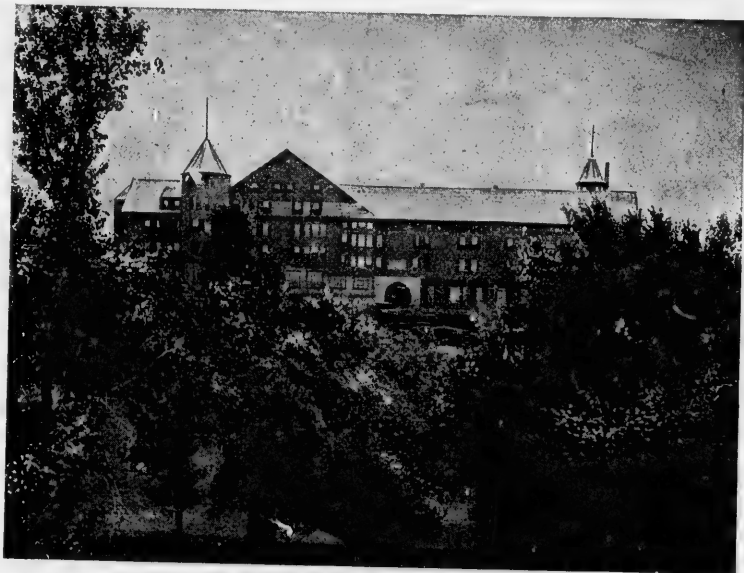


not fail to bring Mrs. Stowe's Romance, "The Pearl of Orr's Island," whose scenes were laid here among the quiet fisher folks, who for centuries have dwelt among these sequestered coves.

Orr's Island lies close to Harpswell, and is joined to it by a highway bridge. Off in the Bay, five miles, is Ragged Island, with its ancient houses, the scene of Elijah Kellogg's "Elm Island" stories; nor should be forgotten Whittier's beautiful ballad, "The Dead Ship of Harpswell," preserving an old legend of these romantic shores.

On a great many of the islands, and also upon the main-land on both sides of the Bay, are numerous cottages and summer resorts. It is not an exaggeration to say that many thousands of summer tourists can be provided for in this delightful vicinity.

Cushing's Island, in the beautiful Casco Bay, is two and one-half miles from the city of Portland, Maine,—eastern terminus of the Grand Trunk Railway System. It contains about 250 acres of land. The Ottawa House, one of the finest hotels on the coast of Maine, is situated on the island, on an eminence of over 100 feet above the sea, commanding from its broad veranda unrivaled views of the ocean, islands, main-land, harbor and city, with far to the westward the peaks of the White Mountains in the horizon. The hotel accommodates 300 guests; there are also a large number of cottages on the island, many of which are in connection with the hotel. The



OTTAWA HOUSE, CUSHING'S ISLAND.

average temperature during the summer months is sixty-six degrees, and because of its altitude and the invigorating sea breezes which continually fan its shores, and the balsamic odors from its fir and spruce groves, the island has long been famed for its renovating and health giving powers.

The views from the piazzas of the hotel are magnificent, and those from the cupola are especially fine. Looking seaward, "the broad ocean is before you, stretching far away to the horizon, where the white sails of the mackerel fleet mingle with the sky line. Far below you lies Ram Island, with the surf beating on its rugged shores; eastward lie the outer islands of the bay, and Halfway Rock, with its solitary lighthouse; westward is Portland light, and the two lights on the Cape; seaward the waves are all a-shimmer with sunlight, and departing ships cleave swiftly through them."

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Portland may properly be considered the objective point of tourist travel, as from it all the resorts of New England and the New England coast are easily accessible, most of them with but a few minutes' or a few hours' ride, those better known and in the closest proximity being: Old Orchard Beach, Pine Point, Scarborough Beach, Isle of Shoals, Portsmouth, Hampton, Rye Beach and other resorts almost numberless.

One hundred and ten miles northeast from Portland is the celebrated resort of BAR HARBOR, on Mount Desert Island. It is reached by the trains of the Maine Central Railroad, or by the boats of the Portland, Mt. Desert & Machias Steamboat Co. The island of Mount Desert lies quite near the mainland, being connected with it by a bridge. It is about eighteen miles long,



by twelve in width, quite irregular in shape, and covered with mountain peaks, some thirteen in number, the highest, Mt. Green, rising fully two thousand feet above the sea level, with a hotel at the summit, reached by a carriage road from Southwest Harbor. The shores of the island are deeply indented by inlets and bays, being in one place nearly cut in two by Somes Sound, and the diversity of scenery thus presented makes it an attractive resort. Bar Harbor is plentifully supplied with hotels, and is the favorite haunt of sketching parties, on account of the scenery.

OLD ORCHARD BEACH

Is one of the most widely known resorts on the Atlantic Coast, from its being the locality of so many temperance and religious camp-meetings. In addition to its vast expanse of beautiful beach, it has hundreds of acres of woodland parks and groves, stretching away from the shore, enclosing cool

retreats and shady paths, where the forest has been left almost in its primeval state. This happy combination of "woods and seashore" in one locality, affording a pleasing variety and gratifying the tastes of all, is one secret of the great popularity of this resort.

It is reached from Portland by the Boston & Maine Railroad, with frequent train service as well as popular excursions. Hotels and boarding places are numerous, ranging in price from one dollar to four dollars per day.

Still eastward, over the Boston & Maine, we pass Wells Beach, Kennebunkport, Salisbury, Hampton and Rye Beaches, Boar's Head and Revere



SCENE AT OLD ORCHARD.

Beach, the latter the popular resort for Boston, and sustaining the same relation to that city that Coney Island does to New York.

The Isles of Shoals, nine miles off Portsmouth Harbor, comprise a group of nine islands, the largest of which is Appledore. White Island is the location of a light-house, which the readers of the *Atlantic Monthly* will remember as the scene of many of the pleasing incidents in Mrs. Thaxter's "Child Life at the Isles of Shoals." These islands have been for years the favorite summer home of many of the prominent literary people of New England.

Many other localities on the Atlantic coast are rich in tradition and legendary lore.

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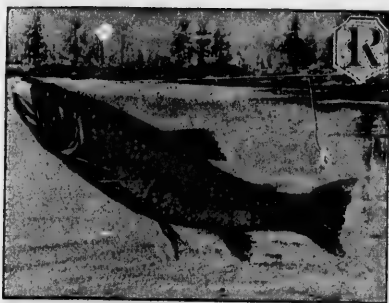


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THE RANGELEY LAKES.



REFERENCE has been made in a previous chapter to Bethel as the point of departure for the Rangeley Lake district. This section of country may also be reached by way of Bryant's Pond, Berlin Falls, or North Stratford. The chain of lakes, known collectively as the Androscoggin or Rangeley Lakes, lies near the western boundary of Maine, north and east from the

Grand Trunk Railway. They are six in number, bearing the unique Indian names of Oquossoc, Cuhseptie, Mooselucmaguntic, Molechunkamunk, Welo-kennebacook, and Umbagog. Some of these are known by other names. They are reached by stage from the railway stations, the route *via* North Stratford, comprising a rail journey to Colebrook, thence stage through the famous Dixville Notch.

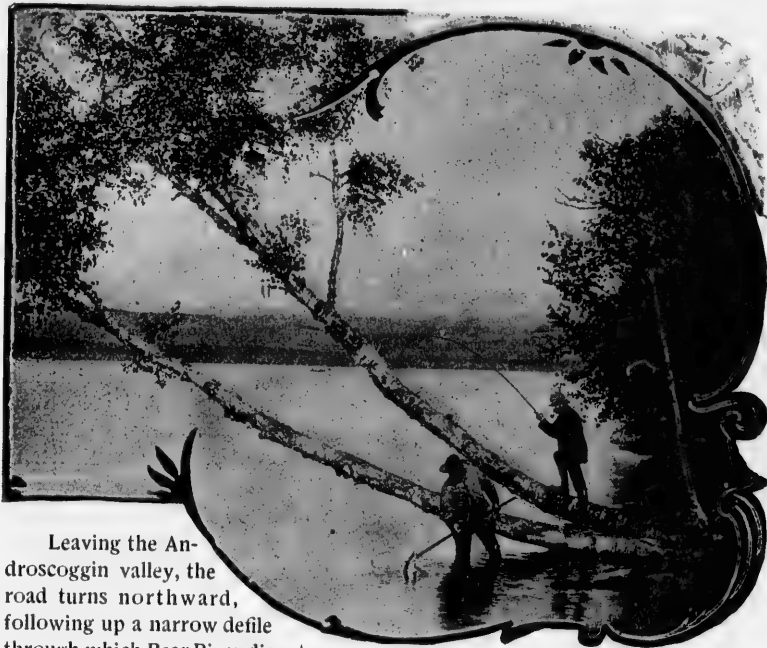
The country surrounding these lakes is an almost unbroken wilderness. Dense forests and high mountains seem to shut them in, as if to hide them from the prying eyes of civilization, and deer, bear, caribou, and the lesser wild animals roam the woods, while the waters of the lakes and streams abound in trout, land-locked salmon, and other fish.

As a health resort, the locality presents many points of comparison with the Adirondacks. Averaging about 1500 feet above sea-level, and hemmed in by mountains, the air is clear and bracing, while the forests contribute of their balmy odors to the health-giving "ozone," which here fills the lungs of the seeker for rest, quiet, and freedom from the cares of the "outside world."

To the lover of rod and gun, few spots are more attractive. Trout weighing from three to eight pounds are taken from these waters almost daily; one spotted beauty tipped the scales at exactly eleven pounds, and measured twenty-seven and a quarter inches, or *three-quarters of a yard*,—taken with rod and line, at that. Ye fishermen who rejoice over a one-pound trout as a good catch—and it is—how would you enjoy quadrupling and sextupling that weight at nearly every throw of the line? This you may do among the Rangeleys.

The journey by stage to this region is one of great interest, and in itself richly repays the effort. For illustration, take the trip from Bethel to Cam-

bridge at the foot of Umbagog Lake. Directly after leaving Bethel, a splendid view is obtained of the meadows and intervalles that lie along the Androscoggin River, the whole hemmed in by mountains towering loftily in every direction. The sharp contrast between the verdure-clad meadows, adorned with graceful elms, and the rugged mountains surrounding them, presents a picture that appeals strongly to the lover of the beautiful in nature, and one long to be remembered. A clear view of Mount Washington is to be had shortly after commencing the journey, and the Presidential Range, in stately grandeur, greets the eye at several points in the trip.



Leaving the Androscoggin valley, the road turns northward, following up a narrow defile through which Bear River disputes the right of way with the stage road.

FISHING AT THE RANGELEYS.

About eleven miles from the starting point a natural curiosity is seen on the bank of Bear River, known as the "Devil's Horseshoe," worn deep into the solid ledge, as though impressed by the shoe of a colossal horse. A little further on, you come to another curiosity, known as "Screw Auger Falls," a large spiral channel, worn deeply into the rock by the action of the water. A short distance from this is the "jail," a rocky cell with smooth sides, of considerable height, illustrating the idea that it is easier to get into trouble than out of it.

A mile beyond the road enters the famous Grafton Notch, a ravine much

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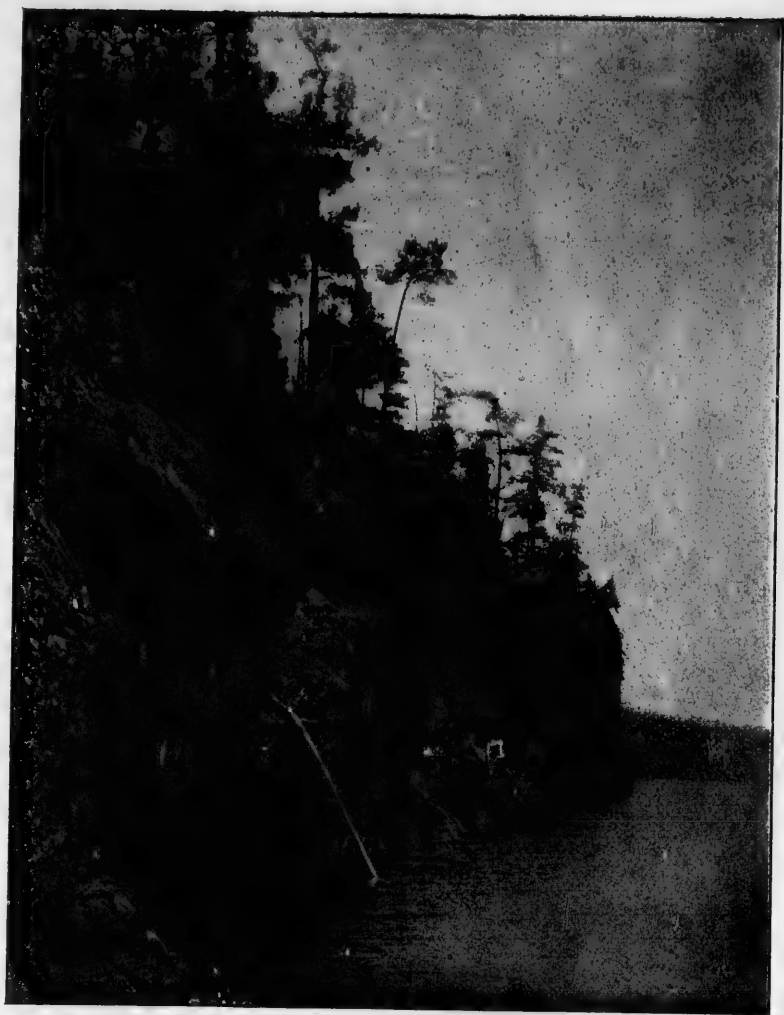
resembling the canyons of the Rockies. The road through this narrow defile extends several miles, passing at one point between two immense boulders called the Twin Rocks. Passing Moose Cave, another curiosity in natural sculpture, the road soon emerges from the Notch, and, still climbing upward, reaches a high plateau, from which the first glimpses are had of the Rangeley Lake system. Turning to the left and passing Upton postoffice, a ride of a mile and a half brings us to the Lakeside Hotel, at the foot of Umbagog Lake, in the town of Cambridge. From here, all points of the lake system are reached by the stages and steamers of the Androscoggin Lakes Transportation Company.



TROUT AND SALMON, AT RANGELEY LAKES.

Beyond the Androscoggin Lakes, and northward, in an almost unbroken wilderness, is situated Parmachenee Lake, reached either by way of Lakeside, Cambridge or Errol Dam. Steamers take passengers by way of the Magalloway River to the "Lower Landing," thence a buckboard road leads nearly to the base of Mount Aziscohos, a climb to the summit of which is rewarded by a superb panoramic view.

Round trip tickets to all points, in connection with the stage and steamer lines, are issued by the Grand Trunk Railway System, and are on sale at principal ticket offices.



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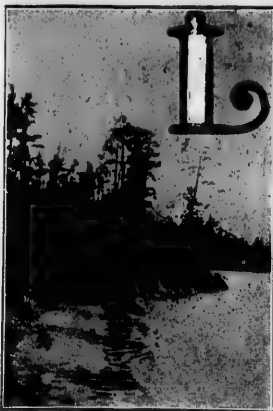
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THE MUSKOKA LAKE COUNTRY.



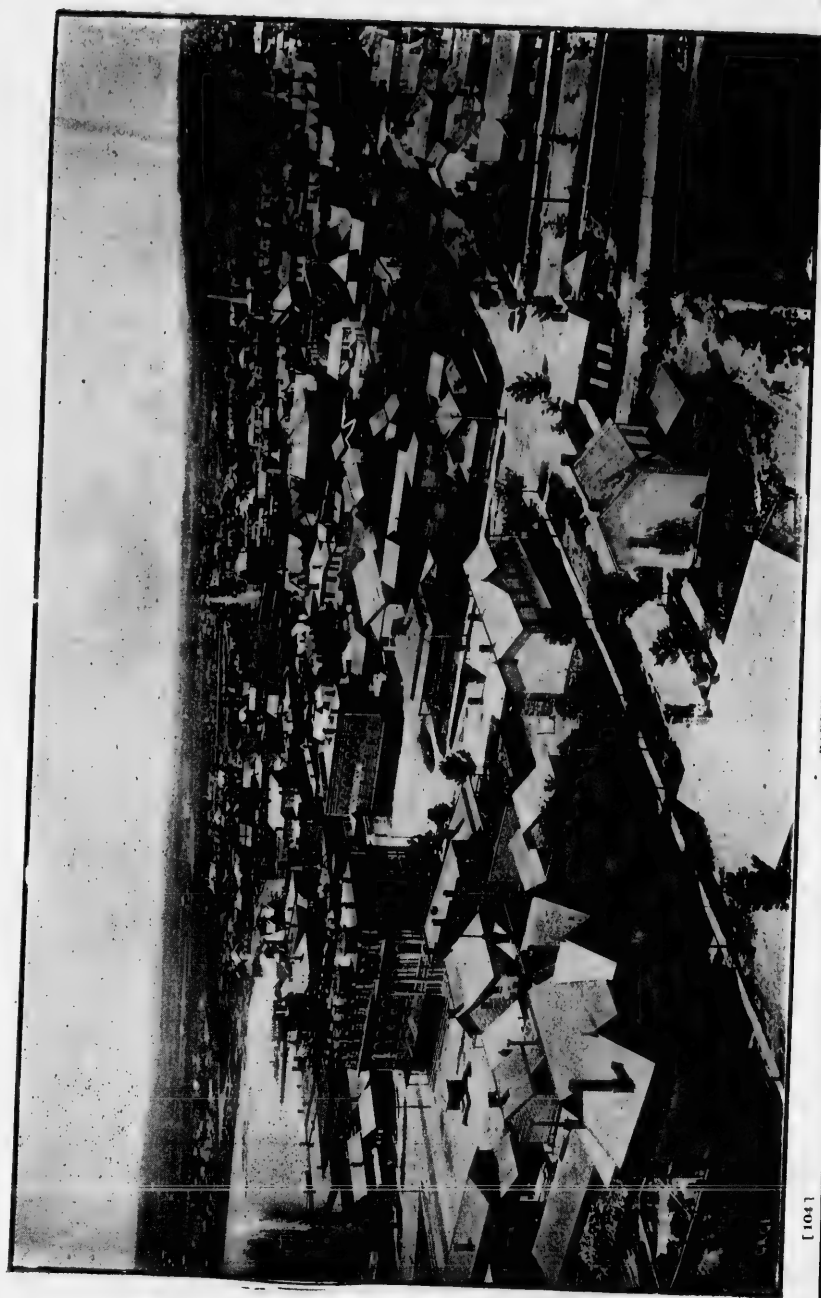
LOOKING upon the map of Ontario, at the section of country lying north of Toronto and Hamilton, you are struck with the curious commingling of land and water. Islands of every size, and almost without number, dot the larger bodies of water, while lakes, big and little, diversify the surface of the land. It suggests the idea of some prehistoric upheaval on the great deep, resulting in a nearly equal division of the surface, for many hundreds of square miles, into land and water.

It may readily be inferred that such a section of country must present many attractions to the tourist in search of scenery or sport, and the reader will not be surprised to

learn that this region is constantly gaining in popularity as its advantages become more widely known. Ready access to this section is had by the trains of the Midland, and Northern and Northwestern Divisions of the Grand Trunk Railway System, and the summer schedule is arranged to accommodate the traveling public, with special reference to making close connection with the steamers of the Muskoka Navigation Company, which ply upon the Muskoka Lakes and Georgian Bay.

The Muskoka district, known as "the Highlands of Ontario," has some eight hundred lakes, varying in size from a mere pond to twenty or thirty miles in length, the largest being Muskoka, Rosseau and Joseph. Their elevation is seven hundred and fifty feet above Lake Ontario, and the healthfulness of the region is proverbial, while the hunting and fishing are not surpassed anywhere.

The chief port of the Muskoka steamers is Gravenhurst, at the southern extremity of Lake Muskoka. Here the tourist may embark for a most delightful water trip through the chain of lakes. The route to Bracebridge comprises ten miles of lake and six miles up Muskoka River. At Bracebridge are to be seen the High Falls and the Great South Falls, both notable attractions. The trip to Bala, the outlet of the lake *via* Musquash River,



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comprises twenty-one miles. At Bala, the water makes an abrupt descent of some twenty feet, forming an attractive waterfall.

Port Carling is twenty-one miles from Gravenhurst, and on the way you may tarry at Beaumaris, beautifully situated on Tondern Island, with splendid bathing and fishing facilities in the vicinity. Reaching Port Carling, by way of the Indian River, the passage into Lake Rosseau is made through the locks; and here comes in the title of "Interlaken." Rosseau is at the upper extremity of the lake, and Maplehurst is near by, and from here there are daily stages to Parry Sound, on Georgian Bay.



A MUSKOKA LAKE SCENE.

At Port Sandfield, Lakes Rosseau and Joseph are connected by a short canal. Passing into the latter lake, the journey is continued amid charming scenery, to Stanley Bay, twelve miles from Port Sandfield, while five miles more brings us to Port Cockburn, at the head of the lake. Besides the three lakes thus particularized, there are numberless smaller ones, scarcely less attractive, which may be reached overland, or by canoes up the streams which connect them with the larger lakes; and as many of these lakes and streams abound in fish, the angler will find himself well repaid for the trip.

North from Muskoka lies what is known as the Magnetawan district, comprising the river bearing the name, with the chain of lakes which it con-

nects. This region is reached by rail at Burk's Falls, where connection is made with a steamer for a run down the river, through Cecebe Lake, thence into Ah-mic Lake. The trip covers something like forty miles, and the river itself is as crooked as the proverbial "ram's horn." The region is comparatively new, but its beauties have been discovered by explorers, and keen-eyed sportsmen have found it to be a pleasurable and profitable resort.

The wildness of the scenery, and the peculiar attractions afforded by the opportunities for hunting and fishing, render a season of camping in the



CLIFF ISLAND, LAKE JOSEPH.

Muskoka region a delightful feature of a vacation trip. There are also numerous inexpensive hotels and boarding houses, both in the villages and among the lakes, at which the tourist may tarry, for a longer or shorter time, as his inclination may lead. Guides may be had at most of these houses, whose knowledge of places to hunt and fish will be of great service.

One of the most noteworthy characteristics of this region is the entire freedom from hay fever experienced even by the most acute sufferers from this malady. This is due to many causes—its great elevation above the level of Lake Ontario, the balsamic odor of the surrounding forests of pine, cedar and balsam, and freedom from damp, owing to the rocky nature of the country.

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GEORGIAN BAY.

This great arm of Lake Huron, almost rivaling the lake itself in extent, is a wildly romantic body of water. Its northern and eastern shores are particularly attractive, the waters here being thickly studded with islands, while numerous coves, bays and inlets contribute to the tortuous windings of the channels in this wondrous archipelago, and to the picturesqueness of the scenery. The islands in the bay are not less than 25,000 in number, and



ON SHADOW RIVER.

range in size from the merest dot on the water to the Great Manitoulin, many miles in extent. They also present a picturesque variety, as to their general appearance. Some are bare and rocky; others are clothed with verdure to the very water's edge. Here, one rises abruptly in castellated pinnacles, and anon another is densely wooded, with inviting shades, offering delightful shelter to the camper.

The fine, commodious steamers of the Muskoka Navigation Company afford a delightful trip among this charming scenery, connecting with the Grand Trunk trains at Midland and Penetanguishene for Parry Sound, passing



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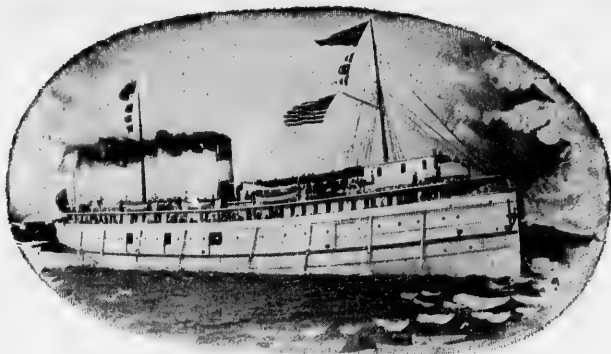
HARBOR OF COLLINGWOOD, ONTARIO.

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through Indian Harbor, David's Bay, Moose Bay, Starvation Bay, and several narrows. From here, the journey may be extended to Point aux Baril, Bying



STEAMER MAJESTIC, OF THE G. N. T. CO.

inlet and French River, returning thence to starting point, or to Collingwood, where direct connection may be made for Toronto and Hamilton, by rail.



STEAMER OF THE NORTH SHORE NAV. CO.

If a longer journey by water is desired, the trip along the north shore to Sault Ste. Marie and Mackinac Island, is one worthy of high commendation. This is accomplished by the steamers of the North Shore Navigation Com-



INDIAN GRAVE, FRENCH RIVER.



INDIAN FALLS, NEAR OWEN SOUND.

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pany, and of the Great Northern Transit Company, both of which lines are finely equipped for this service. The boats touch at the principal ports along the north shore and on the large islands, and the passengers find frequent opportunities of enlivening the trip by a run on shore, or a flying visit to some of the many points of interest to be found on the journey. The Indian villages are objects of no little curiosity, and their inhabitants turn out en



STREET IN OWEN SOUND.

masse when the boat comes in, some of the women with their basket and bead work to offer the passengers, while the men and children have freshly-caught fish, and berries of various kinds, from which the boat's stores are sometimes replenished.

The round trip from Collingwood, Meaford, or Wiarton, occupies about six days, and as the ticket includes meals and berths, the appetizing influence of lake breezes and the excellence of the cuisine conspire to make the journey one of both health and pleasure, as well as inexpensiveness.

The lumbering interests of the Georgian Bay district are of large importance, and are in the hands of enterprising firms, who conduct the business on an extensive scale. The method of getting the logs over difficult



CHAUDIERE RAPIDS, FRENCH RIVER.

places by means of "chutes" is given in the accompanying illustration. The lakes and streams are often the scene of much activity, as the rafts are guided from place to place.



LUMBER CHUTE, GEORGIAN BAY.

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LAKE PORT RESORTS.



RAILWAY system with so many lake ports as are found on the line of the Grand Trunk tends to the development of summer resorts, from the fact that the large lakes present many attractions, in and of themselves. The network of railway lines by which the Grand Trunk System connects Lakes Erie, Ontario and Huron has a large number of lake terminals, some of which are acquiring no little celebrity as summer abiding places for the tourist in search of pleasure, rest, or a healthful climate.

On the north shore of Lake Erie, the following-named places have gained quite a reputation as summer resorts, and are visited yearly by large numbers of tourists:—

Port Colborne, 23 miles west of Buffalo, on the Buffalo & Goderich and Welland



PORT COLBORNE, ONTARIO.



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Branches, is a place of some 1300 inhabitants, with an attractive resort known as Humberstone, and Erie Park, with a good summer hotel.

Port Dover, the southern terminus of the Georgian Bay & Lake Erie and Port Dover Branches of the Grand Trunk, has a population of about 1300, and offers pleasing inducements to summer visitors in the way of bathing and fishing, as well as attractive scenery in the vicinity.

Port Rowan is reached by the South Norfolk Branch, and is a town of about 800 inhabitants. The bathing and fishing facilities are superior, and a well-protected bay, one of the finest in the Dominion, furnishes ample oppor-



PORT DOVER.

tunity for boating. The place is becoming well known, and is growing in popular favor year by year.

Port Elgin.—Crossing now to the shore of Lake Huron, we find near the terminus of the Wellington, Grey & Bruce Branch, the flourishing town of Port Elgin, with a population of nearly two thousand, actively engaged in manufacturing industries, and enjoying the healthful climate, bathing in the breakers on the beach or in the mineral baths, and sailing the waters of the lake. To all of these, and other enjoyable recreations, they invite summer tourists, and extend the hospitalities of five hotels, as well as private boarding places.

Southampton, four miles beyond Port Elgin, offers many inducements to summer tourists, being pleasantly situated on Lake Huron, with good bathing, boating and fishing facilities, mineral springs, and other attractions. Cottages for summer use are numerous, and a large boarding house, well-kept, at reasonable rates, together with several good hotels in the town, will take care of all who desire their advantages.

Goderich, at the terminus of the Buffalo & Goderich Branch, is pleasantly located, on an elevation 125 feet above Lake Huron. It has fine mineral springs, excellent bathing and boating facilities, splendid bicycle roads, beau-



ATTRILL'S POINT, GODERICH.

tiful drives, and claims to afford "lower livery rates than any other watering place in Canada." It has a good harbor, and the lake boats make this an important stopping place.

Kincardine, at the terminus of the south extension of the Wellington, Grey & Bruce Branch, also lays claim to many watering-place attractions, and has five hotels for the accommodation of tourists. The boating, fishing and bathing facilities are similar to those enjoyed by its neighboring ports, and the place is becoming favorably known to the summer tourist.

SOME CANADIAN CITIES.

THEIR ATTRACTIONS FOR SUMMER TOURISTS FROM THE STATES OR ELSEWHERE.



HE visitor to Canada from the States will find much to interest him in the thriving cities of the Dominion. In some of these he will observe a marked contrast with the cities over the border; in others, equally marked similarity; in still others, a striking contrast in different sections of the same city. The latter is particularly true of some of the older cities, in which the march of progress is being felt, and there seems to be a struggle for supremacy between the ancient and the modern.



MAJOR HILL PARK, OTTAWA.

Many of these cities have already been referred to in the descriptive chapters of this work, and many others are worthy of more extended mention than the limits of this book will permit. A passing notice of some of them must suffice.

Ottawa—The political capital of the Dominion is a point of interest, both from its importance as a city and from the beauty of the scenery which surrounds it. Some of the most picturesque landscapes in Canada are to be found in its vicinity, and the drives about the city and its suburbs are more than ordinarily attractive. The government buildings are magnificent, occupying a site of four acres, on the river bank, and are built in the Italian Gothic style. The view they present from the river is picturesquely beautiful.

The city is reached by the Grand Trunk System, in connection with the Canada Atlantic Railway from the east, and with the C. P. R. from the west, with through sleeping and parlor car service.

A pleasant summer trip is *via* the boats of the Ottawa River Navigation Co., the round trip comprising one way by rail and returning by water, or *vice versa*.

Peterboro, Ont., is a thriving city of some 13,000 inhabitants, pleasantly situated on the Belleville Branch of the Grand Trunk, and in close proximity to a fine chain of lakes, which afford excellent fishing, as the bass and maskinonge are abundant. There are plenty of hotel accommodations, and the locality is popular with summer tourists.

Cobourg, Ont., is pleasantly situated on the shore of Lake Ontario, and has a population of some 4,600. It has ten hotels, two of which are kept especially for summer tourists, who are attracted hither by the beautiful scenery and the other inducements which are presented to the visitor.

Port Hope, Ont., seven miles west from Cobourg, is an important lake port, and an excursion point for boat tours on Lake Ontario. It has a population about equal to Port Hope, and good hotels for tourists.

Belleville, Ont., at the junction of the Belleville Branch with the main line, has already been referred to in connection with the Bay of Quinte, and has a population of about 11,000. The attractions for tourists are too well known to need extended description, and as they lie in the highway of travel in the approach to the Thousand Islands from the west, the locality is becoming widely known and deservedly popular. It has several hotels, the Hotel Quinte standing at the head of the list.

Prescott, Ont., on the St. Lawrence River, is directly opposite Ogdensburg, on the New York shore, connected with it by ferry, and thus closely related commercially and otherwise. It is a pleasant abiding place, and popular with summer tourists as a point from which to make excursions on the beautiful St. Lawrence. It has several good hotels, and extensive breweries and other important business interests.

Cornwall, Ont., sixty-seven miles from Montreal, is a town of much commercial importance, having fine water power and large manufacturing enterprises, including cotton, woolen and paper mills, and has a population of nearly 9,000, including the suburbs. Its summer resort, Stanley Islands, about seven miles down the river, is growing in popularity, and is really a delightful resort.

Brantford, Ont., is one of the most flourishing towns in the Dominion, having a population of over 17,000. It is on the Brantford & Tilsonburg Branch of the Grand Trunk System, at the junction with the Buffalo & Goderich Branch. It has extensive bicycle factories, and hence among its summer attractions it naturally includes a fine bicycle track. Mohawk Park and Lake, two miles from the city, and connected by electric line, is a new summer resort, attracting not only the residents, but visitors from abroad.

On the main line of the Grand Trunk, between Toronto and Port Huron, are several important towns, interesting to the tourist, though making no special claims as summer resorts.



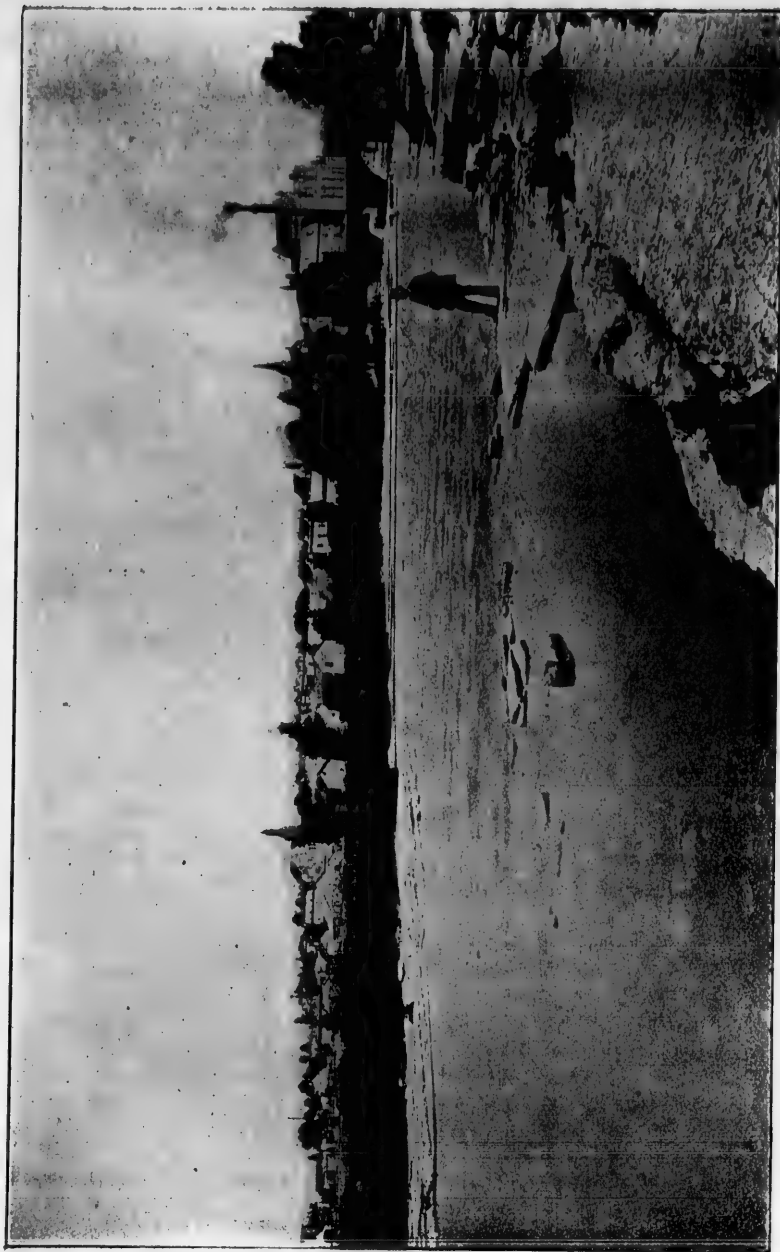
GOLDIE'S DAM, GUELPH, ONTARIO.

Georgetown, Ont., at the junction of the Hamilton & Allandale Branch, is a town of some sixteen hundred inhabitants, and of no little commercial importance.

Guelph, Ont., with a population of from ten to eleven thousand inhabitants, is also a railroad junction point, being at the intersection of the Wellington, Grey & Bruce Branch with the main line. It wears an air of prosperity, and is an attractive-looking city.

St. Mary's, Ont., is pleasantly situated, on the main line, and is also the northern terminus of the London Branch. The view on the next page will give some idea of its picturesqueness.

This list of attractive towns and cities might be extended almost indefinitely, so numerous are the localities which hold out inducements for the tourist, and in such variety as to meet all tastes; but our limits forbid the use of further space for this purpose.



ST. MARY'S ONTARIO.

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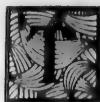
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THE ADIRONDACKS.

LAKE CHAMPLAIN.—LAKE GEORGE.—THE UPPER HUDSON.

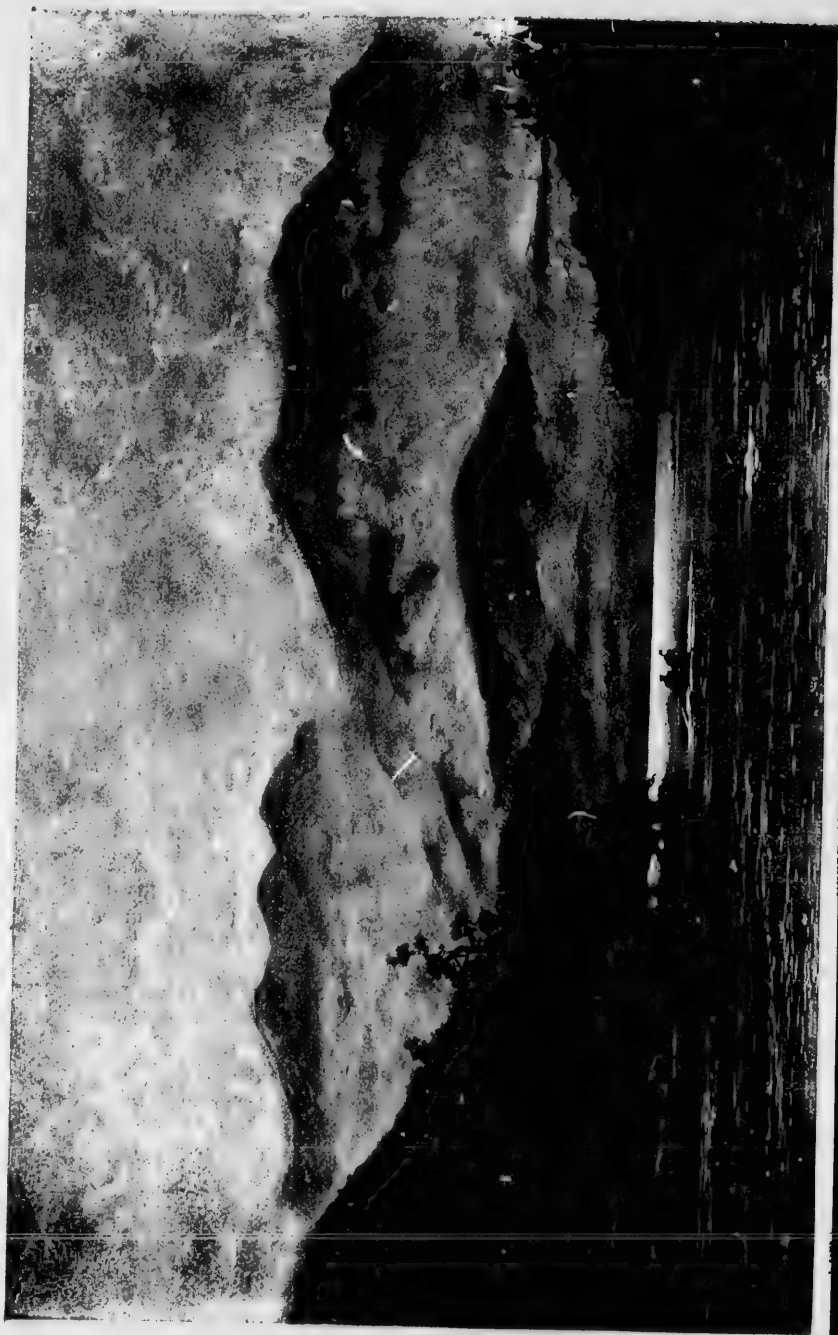


THE "Adirondack District" is a term applied to a tract of country having for its general boundaries the St. Lawrence River on the north, Lakes Champlain and George on the east, the Mohawk River on the south, and the Black River on the west. The encroachments of civilization have so trenced upon these boundaries, that the "Wilderness," so called, comprises only the central, unsettled and uncultivated portion of this tract, almost in its primeval state, with a border of settled country on all sides. The limits of this work forbid an extended description of this region, which even now is only partially explored. Indeed, one of its chief delights consists in the new discoveries that the venturesome tourist may make in his search for the game which abounds in its forests, or the fish which teem in its waters.

The peculiar character of the wilder portion of this region—a wilderness completely surrounded by civilization—is well set forth in the following extract from the Superintendent of the Adirondack Survey:—

"In these remote sections, filled with rugged mountains, where unnamed waterfalls pour in snowy tresses from the dark, overhanging cliffs, the adventurous trapper or explorer may carry upon his back his blankets and a heavy stock of food. His rifle at times replenishes his well-husbanded provisions, and his ax aids him in constructing, from bark or bough, some temporary shelter from storm, or hews into logs the huge trees which form the fierce, roaring, comfortable fire of the camp. Yet, though the woodman may pass his lifetime in some section of the wilderness, it is still a mystery to him. . . . It is a peculiar region; for though the geographical center of the wilderness may be readily and easily reached in the light, canoe-like boats of the guides, by lakes and rivers, which form a labyrinth of passages for boats, the core, or rather cores of this wilderness extend on either hand from these broad avenues of water, and in their interior, spots remain to-day as untrodden by man, and as unknown and wild as when the Indian paddled his birchen boat upon those streams and lakes. Amid these mountain solitudes are places where, in all probability, the foot of man never trod."

To the lover of curious scenery the Adirondacks present great variety. The region abounds in lakes, large and small, surrounded by mountains, or embowered in forests, and the rivers which find their way between the mountains seem, in some places, to have cut their way through, leaving the sheer precipices on either hand to mark their pathway. A notable example of this is seen in the celebrated Ausable Chasm, not far from where the river flows into Lake Champlain. The galleries, caves, and castellated columns are a study for the geologist and a source of delight to the curious, and several hours may be pleasantly spent in its exploration.



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Upper Ausable Pond, with its surrounding mountains, presents a scene of wild and picturesque beauty.

Lakes Champlain and George, bordering closely upon the eastern boundary of the Adirondack country, add much to the attractions of the locality as a summer resort, the whole constituting a happy combination of lake, mountain and river scenery, uniting a salubrious climate to fine opportunities for sport with rod, canoe and gun. The facilities for camp life are unexcelled, and the balsamic atmosphere of the Adirondack woods is well known for its curative properties in cases of lung difficulty.

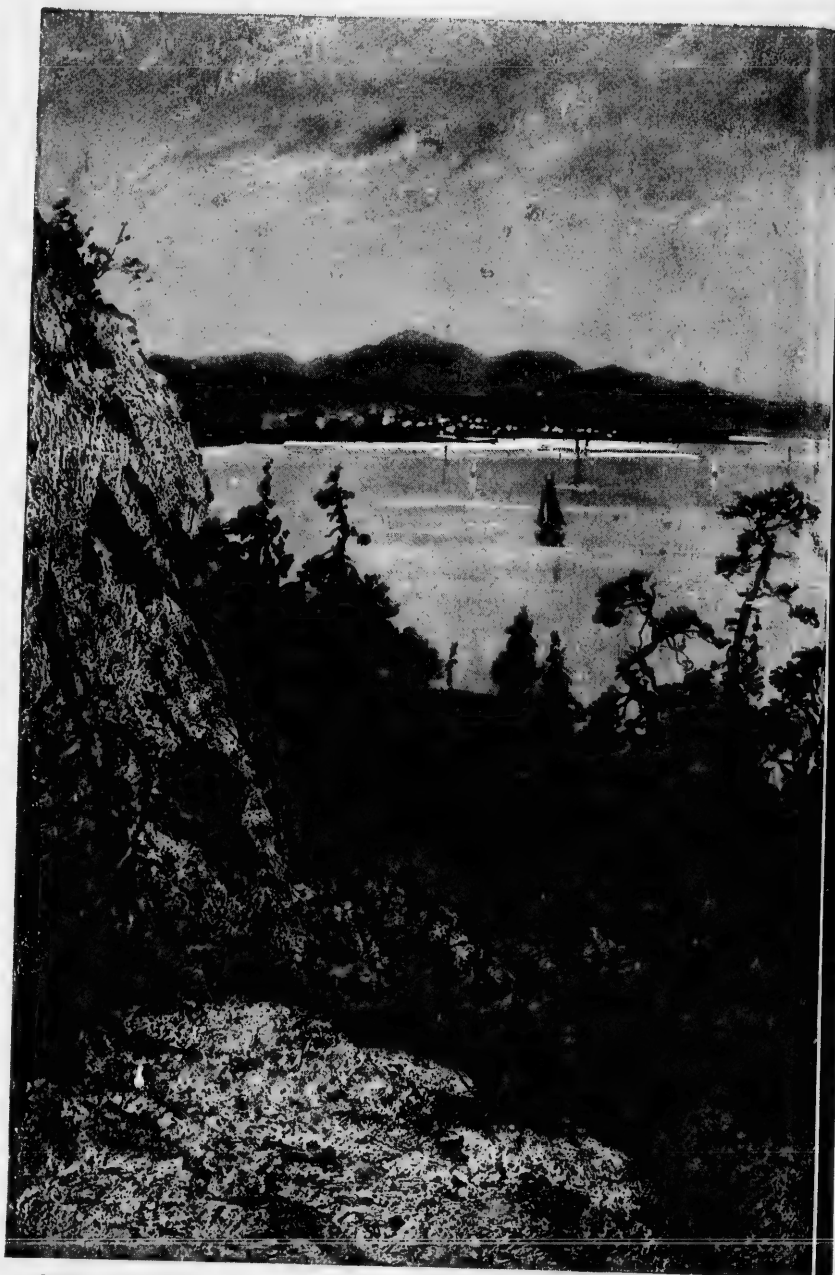
The visitor to the Adirondack region will scarcely fail to include in his trip a longer or shorter stay among the lovely scenery of Lake Champlain and Lake George. These lie directly in the route between Montreal and New York, via the Delaware & Hudson line, which also brings the tourist within easy access to the Catskills and the upper Hudson region, made famous by the quaint legends preserved by Washington Irving. Lake Champlain is a long and narrow body of water, its extreme length being about one hundred and twenty-five miles, its width varying from a few rods to thirteen miles. Its waters abound in black bass, pickerel, perch and other fish, while its irregular shores furnish delightful camping places for those who wish to indulge in outdoor life. Hotels and summer boarding places are sufficiently numerous to meet all demands, and the locality is therefore growing in popularity, as it justly deserves to do.

Lake George, while considerably smaller than Champlain, possesses many of the same characteristics. From its nearness to Saratoga Springs, it furnishes an outlying retreat from the gayeties of that fashionable resort, many summer visitors spending their time alternately between the two localities.

The lake is about thirty-four miles in length, and its surface is thickly dotted with islands, which, combined with its irregular shores and jutting peninsulas, apparently breaks the lake into a chain of four or five smaller lakes, and presents a great diversity of scenery. Forts George and William Henry, or what remains of them, are an answer to the European who complained of America that it "has no ruins," and to the antiquarian these possess much interest, reviving the memories and traditions of the "French and Indian War."

The Adirondacks may be reached by the Delaware & Hudson Route, via Rouse's Point and Plattsburg; also by the Central Vermont Line, via St. Albans and Burlington, or via the O. & L. Division by way of Norwood.

The routes by which these and various other resorts are reached will be found described in the pages following, to which the reader is referred for rates, etc. For time schedules, consult the current folders and time cards of the Grand Trunk Railway System. For information not here given, apply to agents of the Company, at stations or city ticket offices.



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BULWAGGA BAY. LAKE CHAMPLAIN.

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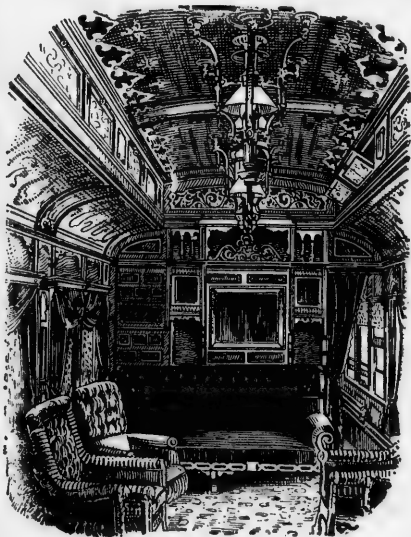
The Sea-Side and White Mountains Special

THE FINEST PASSENGER TRAIN IN THE WORLD.

A Solid Pullman Wide Vestibuled Train, from Chicago to Niagara Falls, Thousand Islands, The St. Lawrence River, the White Mountains, and the Seaside Resorts of the Atlantic Coast.

COMMENCING Wednesday, June 24, and each Wednesday thereafter, until and including August 26, 1896, the **GRAND TRUNK RAILWAY SYSTEM** will run a **SOLID PULLMAN WIDE VESTIBULED TRAIN** from Chicago to Portland, Me., as follows:—

Leave **CHICAGO** Wednesdays, 5.00 p. m., arrive **NIAGARA FALLS** Thursdays, 8.55 a. m.; leave **NIAGARA FALLS** Thursdays, 7.10 p. m., arrive at Kingston Wharf Friday mornings for connection with steamers on St. Lawrence River for daylight ride through the **THOUSAND ISLANDS** and the **RAPIDS OF THE ST. LAWRENCE** to Montreal, steamer arriving at Montreal 6.30 p. m. Fridays. The train arrives at Montreal Fridays, noon. Passengers preferring afternoon and evening at Montreal to the river trip, remain on the train. Passengers for the **ADIRONDACK** region make connection via Prescott and Ogdensburg or Montreal and Plattsburg. Leave Montreal 1.00 a. m. Saturdays, passing North Stratford, 7.07 a. m. (junction point with the Maine Central R. R. for Twin Mountains, Fabyans, Crawford Notch, etc.); passing Groveton (junction of Boston and Maine



Composite Car.

R. R., for Mt. Jefferson, Bethlehem, Profile House, Fabyans, etc.,) 7.22 a. m.; passing Gorham, the gateway to the White Mountains, 8.45 a. m., connecting with stages for

summit of Mount Washington; connecting at Berlin Falls, Bethel and Bryant's Pond with stages for the Rangeley Lakes, and at Danville Junction with stages for Poland Springs, and with Maine Central R. R. for Bar Harbor (Mt. Desert), arriving at Portland shortly before noon Saturdays, reaching all Seaside and Mountain Resorts in New England on Saturdays.

West bound, train leaves Portland 9.00 p. m. Sunday, June 28, and each Sunday thereafter to and including August 30, arriving Chicago 10.45 a. m. following Tuesdays.

This magnificent train will be composed entirely of Pullman Wide Vestibuled Composite, Dining, Drawing Room, Sleeping, Parlor, Library and Observation Cars, and will consist as follows:—

A Pullman Wide Vestibuled Composite Car, containing baggage compartment, electric light apparatus, **Barber Shop, Bath Room**, and a commodious and beautifully appointed gentlemen's lounging and smoking room, with buffet and library.

A Pullman Wide Vestibuled Dining Car.

Two Pullman Wide Vestibuled Sleeping and Drawing Room Cars, containing every modern appliance for luxury, comfort, convenience and beauty known to the Pullman Company. Each of these cars contains ten full sections and two drawing rooms, with separate toilet annex for each room, and one smoking room.

A Pullman Wide Vestibuled Combination Sleeping, Library and **Observation Car**; the Observation Room being at the end of the rear car on the train.

The cars in this train are finished in mahogany and vermillion, and are upholstered with beautiful frieze plushes of fawn, empire green and steel blue colors. The carpets are Wilton, and draperies and curtains of silk and silk plush. The combination of the rich tints of the mahogany and vermillion and the blue and gold of the decorations, and the varied shades of the upholstery, together with the carpets, draperies, furnishings, lounges and easy chairs, present an ideal picture of comfort, safety and luxury, **absolutely without an equal on any train in the world.**

The cars are built with Wide Vestibules, covering the entire platform and steps, and also have the patent anti-telescoping device.

Another special feature is the **Observation Car**, from which an uninterrupted view of the Finest Scenery in the World is obtained. The windows on the sides and rear of car reach nearly to the floor. The sides are composed of bow windows, and in the decoration of this car, the highest achievement of the wood-carver's art is displayed.

Some idea of the beauties of this journey, embracing as it does, Niagara Falls, Thousand Islands, Rapids of the St. Lawrence, the Mountains of New England, and the Sea, is conveyed in various tourist publications issued by the **GRAND TRUNK RAILWAY SYSTEM**, which will be cheerfully mailed on application to any address. Patrons of this **Sea-Side and White Mountains Special** experience all the advantages of a personally conducted tour, all the luxuries of first-class modern hotel accommodations, and a variety of scenery not equaled on the American continent, if in the world,



Library.

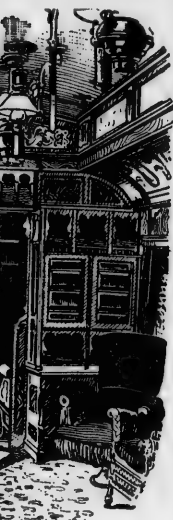
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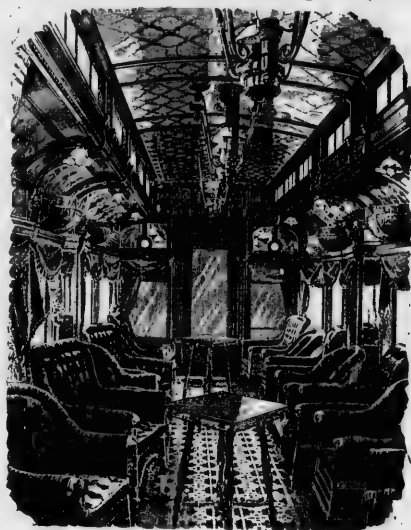
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The Pullman Fares, Eastbound, on this train, which includes one double berth and the number of meals in dining car (as shown opposite the undermentioned points) are as follows from Chicago, being calculated upon the basis of one passenger:—

Pullman Fares from Chicago

To	Meals.	1 D'ble Berth.	1 Sec. tion.	Draw- ing Room
Niagara Falls...	2	\$ 5.00	\$ 8.00	\$12.00
Toronto.....	4	7.00	10.00	14.00
Kingston.....	4	9.00	14.00	22.00
Prescott.....	5	10.00	15.00	23.00
Montreal.....	5	10.00	15.00	23.00
Groveton Jct., Gorham, Port- land, and points on Portland Di- vision, Grand Trunk Ry.....	6	11.50	17.00	26.00

Where one double berth is occupied by two adults they would be required to purchase an additional meal ticket covering the number of meals as shown in the above table; figure at \$1 each meal. To illustrate, one double berth, occupied by two adults, Chicago to Kingston, would be \$13.00 for the Pullman fare, including four meals for each passenger, the same principle apply-



The Observation Car.

ing as to sections and drawing rooms. To reserve a section, passengers will be required to purchase two railway tickets; to reserve a drawing room, they will be required to purchase three railway tickets, a half ticket, for the purpose of reservation as above, figuring the same as a whole ticket.

On the west-bound journey, the regular Pullman fares apply, namely: For double berth, \$5.50 Portland, Gorham, Groveton, North Stratford, Island Pond or Richmond to Chicago; \$5.00 Montreal to Chicago; \$3.00 Toronto to Chicago. On the west-bound journey, strictly first-class meals served in the dining car at seasonable hours at the usual Pullman rate of \$1.00 per meal order.

Full particulars of this train are to be found in the Sea-Side and White Mountains folder, a copy of which can be obtained from any Agent of the Grand Trunk Railway System.



Gentlemen's Buffet Lounging, Library and Smoking Room.

EASTBOUND.

This Train will leave Dearborn Station, Chicago, as follows: At 5.00 p. m., Wednesdays, June 24, July 1, 8, 15, 22, 29, August 5, 12, 19 and 26, 1896.

Lv CHICAGO.....	Wed.	5.00
Lv Valparaiso.....	"	7.10
Lv South Bend.....	"	8.30
Lv Cassopolis.....	"	9.05
Ar Battle Creek.....	"	10.30
Lv Battle Creek.....	"	10.35
Lv Charlotte.....	"	11.16
Lv Lansing.....	"	11.48
Lv Durand.....	Thurs.	12.37
Lv Flint.....	"	1.0
Ar Port Huron.....	Thurs.	5.00
Lv Port Huron.....	"	8.05
Lv Sarnia Tunnel.....	"	8.30
Ar London.....	"	5.20
Lv London.....	"	5.25
Lv Ingersoll.....	"	6.00
Lv Woodstock.....	"	6.18
Lv Paris.....	"	6.51
Lv Hamilton.....	"	7.42
Ar NIAGARA FALLS.....	Thurs.	8.55
Lv NIAGARA FALLS.....	Thurs.	7.10
Lv St. Catharines.....	"	7.31
Lv Hamilton.....	"	8.30
Ar Toronto.....	"	9.50
Lv Toronto.....	"	10.00
Lv Port Hope.....	Fri.	12.40
Lv Cobourg.....	"	12.58
Lv Belleville.....	"	2.43
Ar KINGSTON Jct.....	"	4.30
Ar KINGSTON Wharf.....	"	4.45
Lv KINGSTON Wharf.....	"	5.00
Lv KINGSTON Jct.....	"	5.30
Lv Thousand Isls. Jct.....	"	6.10
Lv Brockville.....	"	7.16
Lv Prescott.....	"	7.41
Morrisburg.....	"	8.29
Lv Cornwall.....	"	9.22
Ar MONTREAL.....	Fri.	12.00
Lv MONTREAL.....	Sat.	1.00
Lv St. Lambert.....	"	1.20
Lv St. Hyacinthe.....	"	2.16
Lv Richmond.....	"	3.50
Lv Sherbrooke.....	"	4.55
Lv Island Pond.....	"	6.30
Lv North Stratford.....	"	7.07
Lv Groveton.....	"	7.32
Lv Berlin, N. H.....	"	8.31
Ar GORHAM.....	"	8.45
Lv GORHAM.....	"	8.50
Lv Bethel.....	"	9.30
Lv Bryant's Pond.....	"	9.45
Lv South Paris.....	"	10.13
Lv Lewiston Jct.....	"	10.47
Lv Danville Jct.....	"	10.52
Lv Yarmouth Jct.....	"	11.20
Ar PORTLAND.....	Sat.	11.45

WESTBOUND.

This Train will leave Grand Trunk Station, Portland, Me., as follows: At 9.00 p. m., Sundays, June 28, July 5, 12, 19, 26, August 2, 9, 16, 23 and 30, 1896.

Lv PORTLAND.....	Sun.	9.00
Lv Yarmouth Jct.....	"	9.28
Lv Danville Junction.....	"	9.58
Lv Lewiston Junction.....	"	10.08
Lv Bryant's Pond.....	"	11.10
Lv Bethel.....	"	11.28
Lv Gorham.....	Mon.	12.20
Lv Berlin, N. H.....	"	12.35
Lv Groveton Jct.....	"	1.28
Lv North Stratford.....	"	1.55
Lv Island Pond.....	"	2.25
Lv Sherbrooke.....	"	4.12
Lv Richmond.....	"	5.10
Lv St. Hyacinthe.....	"	6.40
Lv St. Lambert.....	"	7.45
Ar MONTREAL.....	Mon.	8.05
Lv MONTREAL.....	Mon.	8.30
Lv St. Henri.....	"	8.37
Lv Cornwall.....	"	10.27
Lv Morrisburg.....	"	11.12
Lv Prescott.....	"	11.50
Lv Brockville.....	"	12.15
Lv Thousand Isls. Jct.....	"	1.08
Lv Kingston Junction.....	"	1.40
Lv Belleville.....	"	3.10
Lv Trenton.....	"	3.30
Lv Cobourg.....	"	4.21
Lv Port Hope.....	"	4.32
Ar Toronto.....	"	6.25
Lv Toronto.....	"	6.45
Lv Guelph.....	"	8.25
Lv Berlin.....	"	8.51
Lv Stratford.....	"	9.45
Lv St. Mary's.....	"	10.03
Lv Port Huron.....	Tues.	12.01
Lv Flint.....	"	2.00
Lv Durand.....	"	3.35
Lv Lansing.....	"	3.40
Lv Charlotte.....	"	4.11
Ar Battle Creek.....	"	4.55
Lv Battle Creek.....	"	5.05
Lv Cassopolis.....	"	6.32
Lv South Bend.....	"	7.09
Lv Valparaiso.....	"	8.30
Ar CHICAGO.....	Tues.	10.45

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"	8.25
"	8.51
"	9.45
"	10.03

Tues.	12.01
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"	2.35
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"	4.11
"	4.55
"	5.05
"	6.32
"	7.09
"	8.30
Tues.	10.45

GENERAL INFORMATION.

THE Tourist Fares shown on the following pages cover only the principal resorts reached by the lines of this Company and its connections. If trips from or to other points or additional routes are required, fares will be furnished on application at any ticket office of the Company.

The Tourist Tickets by routes given herein are on sale at the City Ticket Offices of the Grand Trunk Railway System at the following places:—

Detroit	Mich.	Toronto	Ont.
London	Ont.	St. Catharines	"
St. Thomas	"	Peterboro	"
Woodstock	"	Belleville	"
Brantford	"	Kingston	"
Guelph	"	Brockville	"
Hamilton	"	Prescott	"
Buffalo	N. Y.	Ottawa	"
Niagara Falls	Ont.	Ogdensburg	N. Y.
Niagara Falls	Ont.	Montreal	Que.
New York	N. Y.	Sherbrooke	"
Alexandria Bay	"	Quebec	"

Only routes marked † are on sale at principal station ticket offices of the Company, but any of the tickets can be obtained by giving the station ticket agent (or the city ticket agent at places not named above) a few days' notice.

Where the letters "R. W." appear against Round Trip Tours, going one way and returning the other, it is to be understood that they can be reversed at the time of purchase, if more convenient to the Tourist.

The figures and letters appearing under heading of "Form," as for example, T. 32, X 337, are for the information and guidance of agents only.

Tourist tickets are on sale from June 1st to September 30th, except to certain points which are specially marked, and, unless otherwise specified, are available for travel until November 1st of the year in which issued.

*Stop-over privileges will be allowed as follows:—

Adirondack Railway.

(See D. & H. R. R.)

Bay of Quinte Railway & Navigation Co.

Stop-over allowed on notice to conductor.

Bennington & Rutland R. R.

Stop-over checks good for thirty days issued upon application to conductor.

Boston & Albany R. R.

Stop-over allowed for ten days on notice to conductor.

*NOTE.—It should be understood that the stop-over privileges extended by the several lines (as noted above) require passengers to take such trains or boats as make stops regularly at the desired stopping places. These stop-over privileges do not apply on tickets limited to continuous passage.

Boston & Maine R. R.

Stop-over for ten days allowed at any station (except between Ware, Concord, Wilmington, Stoneham, Salem, Marblehead, or Reading and Boston) on notice to conductor.

Canada Atlantic Railway.

Stop-over allowed on notice to conductor.

Canadian Pacific Railway.

Stop-over allowed on notice to conductor.

Central Vermont R. R.

Stop-over allowed at any station on notice to conductor.

Champlain Transportation Co. (Steamer on Lake Champlain).

Stop-over allowed on notice to purser.

Chateaugay R. R.

Stop-over allowed on notice to conductor.

Citizen's S. B. Co.

Steamers make no intermediate landings.

Day Line Steamers (on Hudson River).

Stop-over allowed on notice to purser.

Delaware & Hudson R. R.

Stop-over allowed at any station on notice to conductor, only on summer tickets bearing final limit of November 1, 1896.

Delaware, Lackawanna & Western R. R.

Stop-over allowed on notice to conductor.

Deseronto Navigation Co.

Stop-over allowed on notice to purser.

Detroit & Cleveland Steam Navigation Co.

Stop-over allowed at Detroit, Alpena and St. Clair, on up trip only, on notice to purser.

Dominion Atlantic Ry.

Stop-over allowed on notice to conductor.

Erie Railroad.

Stop-over allowed on notice to conductor.

Fall River Line (Old Colony S. B. Line).

Stop-over allowed at Newport, R. I., in either direction, on notice to purser.

Fitchburg R. R.

Stop-over allowed on notice to conductor.

Grand Trunk Railway System.

Stop-over allowed at any station on notice to conductor.

Great Northern Transit Co's Steamers.

Stop-over allowed on notice to purser.

Hudson River Day Line.

Stop-over allowed on notice to purser.

Intercolonial Railway.

Stop-over allowed at any station on notice to conductor.

International Steamship Line.

Stop-over allowed at any landing.

Lake George Steamboat Co.

Stop-over allowed on notice to purser.

Lake Michigan & Lake Superior Transportation Co.

Stop-over checks, good for 30 days, issued between all ports except Milwaukee.

Lake Ontario & Bay of Quinte S. B. Co.

No stop-over allowed.

Lehigh Valley Ry.

Stop-over allowed at any station on notice to conductor.

Maine Central R. R.

Stop-over allowed at any station on notice to conductor, except on excursion tickets which are limited to continuous passage in each direction.

Maine Steamship Co.

Stop-over allowed at Cottage City, one way, on excursion tickets.

Michigan Central R. R.

On summer tourist tickets, to eastern resorts, bearing final return limit of Nov. 1, 1898, stop-over of fifteen days will be allowed at any intermediate station on M. C. R. R. on the eastbound journey. No stop-over will be allowed on round trip or tourist tickets limited to thirty days from date of sale.

Montpelier & Wells River R. R.

Stop-over allowed at any station on notice to conductor.

Mt. Washington R. R.

No intermediate stops.

Muskoka Navigation Co.

Stop-over allowed.

New Bedford, Martha's Vineyard & Nantucket S. B. Line.

Stop-over allowed for ten days on notice to purser.

New England R. R.

Stop-over allowed on notice to conductor.

New York Central & Hudson River R. R.

Stop-over allowed at any station on notice to conductor, only on summer tickets bearing final limit of Nov. 1, 1898.

New York, New Haven & Hartford R. R.

One stop-over on each division allowed on notice to conductor.

New York, Ontario & Western Ry.

Stop-over allowed on notice to conductor.

Niagara Falls Line Steamers.

No intermediate stops.

Niagara Navigation Co.

Stop-over allowed on notice to purser.

Northern New York R. R.

Stop-over allowed at any station on notice to conductor.

Northern Steamship Co.

Stop-over checks good until close of season will be issued on application to pursers.

North Shore Navigation Co.

Stop-over allowed on notice to purser.

North-West Transportation Co's Steamers.

Stop-over allowed on notice to purser.

Norwich Line (Norwich & N. Y. Transportation Line.)

Steamers make no intermediate landings.

Old Colony Steamboat Line (Fall River Line).

Stop-over allowed at Newport, R. I., in either direction, on notice to purser.

Ottawa River Navigation Co.Stop-over allowed at Carillon, Grenville and L'Original for Caledonia Springs
—at other points on notice to purser.**Pennsylvania R. R.**

Stop-over allowed on application to conductors.

People's (Night) Line Steamers (on Hudson River).

Steamers make no intermediate landing.

Philadelphia & Reading R. R.

Stop-over allowed at any station on notice to conductor.

Portland, Mt. Desert & Machias Steamboat Line.Stop-over allowed at any landing on notice to purser, except on excursion
tickets which are limited to continuous passage in each direction.**Portland Steamship Co.**

Steamers make no intermediate landings.

Profile & Franconia Notch R. R.

No stop-over allowed.

Providence Line (Providence & Stonington S. S. Co.).

Steamers make no intermediate landing.

Quebec & Lake St. John Railway.

Stop-over allowed on notice to conductor.

Quebec, Montmorency & Charlevoix Railway.

Stop-over allowed on notice to conductor.

Richelleu & Ontario Navigation Co.Stop-over allowed on notice to purser. Passengers taking R. & O. N. Co.'s boat
at Clayton or Round Island are not allowed to stop at Alexandria Bay;
those who desire to stop at Alexandria Bay should take T. I. S. B. Co.'s
steamer.**St. Johnsbury & Lake Champlain R. R.**

Stop-over of ten days allowed at any station on notice to conductor.

St. Lawrence River S. B. Co.

No stop-over allowed.

Stonington Line (Providence & Stonington S. S. Line).

Steamers make no intermediate landing.

Thousand Island Steamboat Co.

No stop-over allowed.

West Shore R. R.Stop-over allowed at any station on notice to conductor, on summer tourist
tickets bearing final limit of Nov. 1, of the year of issue.

Transfers.—Transfers between stations are not included in these Tourist Tickets unless specially noted. There are not many points where transfers are required, and they are mostly places at which passengers would wish to stop over.

Optional Tickets.—Tickets which read optional by G. T. Ry. or R. & O. N. Co.'s Steamers must be used to destination of coupon on the rail if journey is commenced on rail, or on the boat if journey is commenced on the boat. Passengers can change from boat to rail, or *vice versa*, only at points from or to which coupons read.

Tickets reading by Delaware & Hudson R. R. between Plattsburg or Hotel Champlain and Fort Ticonderoga will be honored on the Steamers of the Champlain Trans. Co. and *vice versa*. Passengers have the privilege of changing from rail to steamer, or *vice versa*, either at Plattsburg or Hotel Champlain (Bluff Point).

Exchange of Tickets.—Tickets of Grand Trunk issue reading by steamer across Lake Ontario between Niagara Falls and Toronto will be exchanged for all-rail tickets on application to the Company's Agents at Suspension Bridge, Niagara Falls or Toronto.

Coupons of tickets of Grand Trunk issue reading by Richelieu & Ontario Nav. Co.'s Steamers between Kingston and Alexandria Bay, Clayton, Round Island or Thousand Island Park will be honored on the steamers of the St. Lawrence River S. B. Co., or will be exchanged by Grand Trunk Railway Agent at Kingston for tickets via Gananoque and Deseronto Nav. Co. Coupons reading Richelieu & Ontario Nav. Co., Kingston to points beyond Alexandria Bay, will not be honored on the St. Lawrence River S. B. Co.'s Lines, but will be exchanged at Kingston Junction or Kingston City ticket office for tickets via Gananoque, on payment of \$1.00 each.

Parlor and Sleeping Car Service.—Commencing June 15th, and continuing through the season of navigation, a Pullman Sleeping Car will leave Suspension Bridge (Niagara Falls) daily, except Sunday, at 4.55 p. m., Toronto, at 8.45 p. m., and run through to Kingston Wharf for the convenience of tourists desiring to take the Richelieu & Ontario Nav. Co.'s Steamer leaving at 5.00 a. m. next day for Montreal via the Thousand Islands and Rapids of the St. Lawrence. Commencing July 13th a Pullman Sleeping Car will in addition leave Toronto for Kingston wharf on Sundays at 8.45 p. m.

From about June 23d until end of August, a parlor car will be run between Toronto and Muskoka Wharf (Gravenhurst), leaving the former place at about 10.35 a. m., daily, except Sunday, and connecting with the Muskoka Nav. Co.'s Steamers for Muskoka Lake points.

In addition to the above, parlor and sleeping cars are run on all through trains. For particulars, see time table folders.

Attention is directed to the fact that the Central Vermont and Delaware & Hudson R. R. trains for Boston, New York, etc., etc., depart from the Grand Trunk depot at Montreal, thus saving passengers who reach Montreal by the Grand Trunk Railway System from any transfer.

Many of the steamer lines, and some of the railroads in the White Mountain District, cease running or make irregular trips prior to the close of the Tourist Season, Nov. 1st, and passengers should consult the advertisements of each Company and be guided accordingly.

When it is desired to make one or more of the side trips shown herein, tickets covering the transportation should be purchased at starting point, as in some cases the cost of trip will be higher when ticket is purchased at junction point.

Meals and berths are extra on all steamer lines, unless specially noted to the contrary.

Children between five and twelve years of age will be charged half-fare; over twelve years, full fare.

Tickets are not transferable, and if unused in whole or part, application should be made to the General Passenger and Ticket Agent, Grand Trunk Railway System, Montreal, for refund of value.

Stages run regularly from Bryant's Pond to Rumford Falls and Andover at 4.00 p. m. week days.

CHOICE OF ROUTES TO TORONTO.

Purchasers of tickets to Kingston, and points east, optional rail or steamer from Toronto or Kingston to Montreal, have the choice of the following routes to Toronto:—

From DETROIT—

1.	Grand Trunk Railway to Toronto.....	T	53
2.	{ Grand Trunk Railway to Suspension Bridge (Niagara Falls).....	T	58
	{ Grand Trunk Railway to Toronto.....	T	60
3.	{ Grand Trunk Railway to Suspension Bridge (Niagara Falls).....	T	58
	{ Grand Trunk Railway to Port Dalhousie.....	T	3
	{ Niagara Falls Line Steamer to Toronto.....	T	4
4.	{ Grand Trunk Railway to Suspension Bridge (Niagara Falls).....	T	58
	{ New York Central & Hudson River Railroad to Lewiston.....	T	127
	{ Niagara River Line Steamers to Toronto.....	T	10
5.	{ Grand Trunk Railway to Suspension Bridge (Niagara Falls).....	T	58
	{ * Niagara Falls & Lewiston Railroad to Lewiston.....	T	77
	{ Niagara River Line Steamers to Toronto.....	T	10
6.	{ Grand Trunk Railway to Suspension Bridge (Niagara Falls).....	T	58
	{ Michigan Central Railroad to Niagara.....	T	102
	{ Niagara River Line Steamers to Toronto.....	T	59
7.	{ Grand Trunk Railway to Niagara Falls.....	T	58
	{ Niagara Falls Park & River Railway to Queenston.....	T	158
	{ Niagara River Line Steamers to Toronto.....	T	157

From PORT HURON—

1.	Grand Trunk Railway to Toronto.....	T	142
2.	{ Grand Trunk Railway to Suspension Bridge (Niagara Falls).....	T	142
	{ Grand Trunk Railway to Toronto.....	T	60
3.	{ Grand Trunk Railway to Suspension Bridge (Niagara Falls).....	T	142
	{ Grand Trunk Railway to Port Dalhousie.....	T	3
	{ Niagara Falls Line Steamer to Toronto.....	T	4
4.	{ Grand Trunk Railway to Suspension Bridge (Niagara Falls).....	T	142
	{ New York Central & Hudson River Railroad to Lewiston.....	T	127
	{ Niagara River Line Steamers to Toronto.....	T	10
5.	{ Grand Trunk Railway to Suspension Bridge (Niagara Falls).....	T	58
	{ * Niagara Falls & Lewiston Railroad to Lewiston.....	T	77
	{ Niagara River Line Steamers to Toronto.....	T	10
6.	{ Grand Trunk Railway to Suspension Bridge (Niagara Falls).....	T	142
	{ Michigan Central Railroad to Niagara.....	T	102
	{ Niagara River Line Steamers to Toronto.....	T	59
7.	{ Grand Trunk Railway to Niagara Falls.....	T	142
	{ Niagara Falls Park & River Railway to Queenston.....	T	158
	{ Niagara River Line Steamers to Toronto.....	T	157

Purchasers of tickets from Detroit or Port Huron to Montreal ALL RAIL, must take the Grand Trunk Railway direct to Toronto.

From LONDON—

1.	Grand Trunk Railway to Toronto.....	T	143
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From NIAGARA FALLS, N. Y.—

1.	{ Erie Railroad to Niagara Falls, Ont.....	T	1
	{ Grand Trunk Railway to Toronto.....	T	60
2.	{ New York Central & Hudson River Railroad to Suspension Bridge.....	T	2
	{ Grand Trunk Railway to Toronto.....	T	60
3.	{ Erie Railroad to Niagara Falls, Ont.....	T	1
	{ Grand Trunk Railway to Port Dalhousie.....	T	3
	{ Niagara Falls Line Steamer to Toronto.....	T	4
4.	{ New York Central & Hudson River Railroad to Suspension Bridge.....	T	2
	{ Grand Trunk Railway to Port Dalhousie.....	T	3
	{ Niagara River Line Steamer to Toronto.....	T	4
5.	{ New York Central & Hudson River Railroad to Suspension Bridge.....	T	2
	{ Michigan Central Railroad to Niagara.....	T	102
	{ Niagara River Line Steamers to Toronto.....	T	59

From NIAGARA FALLS, N. Y.—Continued.

6.	{ Niagara Falls & Lewiston Railroad to Lewiston.....	T	77
	{ Niagara River Line Steamers to Toronto.....	T	16
7.	{ Erie Railroad to Niagara Falls.....	T	1
	{ Niagara Falls Park & River Railway to Queenston.....	T	158
	{ Niagara River Line Steamers to Toronto.....	T	167

CHOICE OF ROUTES TO MONTREAL.

From Detroit and Port Huron.—On tickets sold at all-rail fares, passengers will require to use Grand Trunk Railway direct to Montreal. On tickets sold at optional fares, passengers have choice of routes to Toronto as on previous page.

From London.—Passengers wishing to make side trip from Hamilton to Suspension Bridge (Niagara Falls) and back will require to pay \$2.35 for the privilege, in addition to fares given in this book, except that they will not be charged more than the fares from Port Huron for optional tickets to same destination.

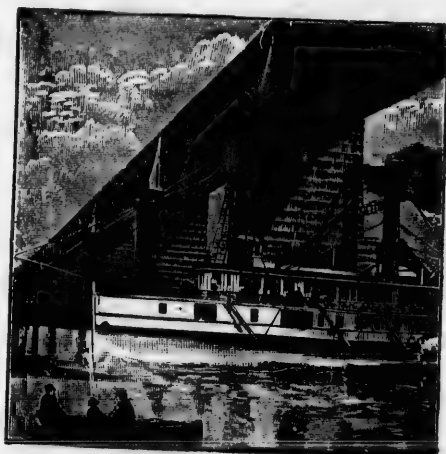
From Niagara Falls.—Passengers have the choice of routes to Toronto as on page 134.

Routes from Toronto to Montreal are as follows:—

1.	Grand Trunk Railway to Montreal.....	T	143
2.	{ Grand Trunk Railway to Brockville.....	T	143
	{ Grand Trunk Railway or R. & O. N. Co.'s Steamer to Montreal.....	T	140
3.	{ Grand Trunk Railway to Prescott.....	T	143
	{ Grand Trunk Railway or R. & O. N. Co.'s Steamer to Montreal.....	T	56
4.	{ Grand Trunk Railway to Kingston.....	T	143
	{ Grand Trunk Railway or R. & O. N. Co.'s Steamer to Prescott.....	T	55
	{ Grand Trunk Railway or R. & O. N. Co.'s Steamer to Montreal.....	T	56
5.	{ Grand Trunk Railway or R. & O. N. Co.'s Steamer to Kingston.....	T	5
	{ Grand Trunk Railway or R. & O. N. Co.'s Steamer to Prescott.....	T	55
	{ Grand Trunk Railway or R. & O. N. Co.'s Steamer to Montreal.....	T	56

According to fare paid.

* Due notice will be given of the opening of this line.



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INSTRUCTIONS TO AGENTS

AS TO

Making Fares from Points Not Shown.

ONE-WAY TRIPS.—EASTBOUND.

Optional—Rail or Boat, from Toronto or Kingston to Montreal.

To Montreal.

PRINCIPAL OFFICES WEST OF TORONTO are supplied with Form X 250, reading G. T. R. to Toronto, G. T. R. or R. & O. N. Co. to Kingston, Prescott and Montreal. Fares to Montreal will be made by adding \$10.00 to local single fare to Toronto.

PRINCIPAL OFFICES BETWEEN TORONTO AND KINGSTON, viz., Whitby, Oshawa, Bowmanville, Port Hope, Cobourg, Belleville, Napanee, Orillia, Lindsay and Peterborough, are furnished with Form 49-1 T, reading G. T. R. to Kingston, G. T. R. or R. & O. N. Co. to Prescott and Montreal. Fares will be made by adding \$5.25 to local single first-class fare to Kingston.

To Points South and East of Montreal.

When passengers desire to purchase through tickets to Boston, New York, etc., agents at other points will deduct \$11.25 from the fares from Niagara Falls, to find the basing rate from Montreal, excepting those marked as covering continuous passage only. To the basing rate from Montreal, the fare to Montreal, on the basis given above must be added. The Route No. chosen (with those of any side trips selected in addition) must be filled in on Form 2. Agents issuing Form X 250, or X 251, not in possession of the Form to destination, must issue exchange order on Montreal calling for same. Agents west of Toronto not in possession of Form X 250 must issue exchange order on Toronto calling for such forms as they require. In all cases a telegram must be sent the agent at Montreal or Toronto (as the case may be) advising him particulars, so that tickets may be ready for passengers on their arrival.

Agents between Toronto and Kingston not in possession of Form 49-1 T will draw exchange order Form M on Mr. T. Hanley, Kingston City, advising him particulars by wire.

BETWEEN KINGSTON AND PRESCOTT, agents will issue for the tourist routes east of Montreal, by using Form M, to be exchanged at Montreal, advising Montreal agents particulars by wire. These tickets will be all-rail to Montreal.

Care must be taken to in no case exceed the fare quoted for same trip from a point more distant on the direct line.

Round-Trip Tourist Fares to Eastern Resorts.

Agents at points from which fares are not shown will make them as follows:—

Agents between Montreal and Prescott will add fare and one-half, not exceeding \$5.00 to the Montreal fares; agents between Brockville and Kingston will add fare and one-half to Montreal fares for tickets all rail to Montreal, and ordinary return fare to Brockville for tickets optional rail or steamer to Montreal, on eastbound journey; agents west of Kingston will add fare and one-half to Kingston Jet., for tickets all rail to Montreal, and ordinary return fare to Kingston City for tickets optional rail or steamer to Montreal on east-bound journey; agents west of Toronto will add fare and one-half to Toronto for tickets all-rail to Montreal and ordinary return fare to Toronto for tickets optional rail or steamer to Montreal on east-bound journey.

In no case must the fare quoted from a point more distant on the direct line be exceeded.

Where lower through fares are given for corresponding routes in Tariff No. 66 (10), such lower fare should be used.

Agents will pay particular attention to the foot notes, giving additions which have to be made to all-rail rates quoted from Brockville, Kingston, Toronto, etc., in order to arrive at fares for optional tickets.

Round-Trip Tourist Fares to the Great Lakes, Michigan Points, Etc.

Agents at points from which fares are not shown will make them by adding ordinary return or tourist return fare (if any) to the fare shown from whichever of the principal stations on the route of passengers will make the lowest through fare, not exceeding the fare shown from a point beyond, on direct line. For fares to Ashland, Duluth, etc., going and returning by Lake Routes, agents will refer to Tariff 77 (10).



Choice of routes to Montreal (see pages 134 and 135).	Form.
Grand Trunk Railway to Rouse's Point.....	T 16
Central Vermont Railroad to Moira.....	T 12
Northern New York Railroad to Tupper Lake Junction.....	T 183

Choice of routes to Montreal (see pages 134 and 135).	
Grand Trunk Railway to Rouse's Point.....	T 16
Central Vermont Railroad to Moira.....	T 12
Northern New York Railroad to Tupper Lake Junction.....	T 183
Stage to Tupper Lake House.....	T 79

Choice of routes to Montreal (see pages 134 and 135).	
Grand Trunk Railway to Rouse's Point.....	T 16
Delaware & Hudson Railroad to Plattsburg or Hotel Champlain.....	T 17
Chateaugay Railroad to Loon Lake Station, Saranac Lake (according to fare paid).....	T 113

Choice of routes to Montreal (see pages 134 and 135).	
Grand Trunk Railway to St. Johns.....	T 11
Central Vermont Railroad to Burlington.....	T 12
Champlain Transportation Company to Plattsburg.....	T 18
Chateaugay Railroad to Saranac Lake.....	T 113

Choice of routes to Montreal (see pages 134 and 135).	
Grand Trunk Railway to Rouse's Point.....	T 16
Delaware & Hudson Railroad to Plattsburg or Hotel Champlain.....	T 17
Chateaugay Railroad to Loon Lake Station.....	T 113
Stage to Loon Lake House.....	T 79

Choice of routes to Montreal (see pages 134 and 135).	
Grand Trunk Railway to Rouse's Point.....	T 16
Delaware & Hudson Railroad to Plattsburg or Hotel Champlain.....	T 17
Chateaugay Railroad to Saranac Lake Station.....	T 113
Stage to Hotel Ampersand.....	T 79

To the ADIRONDACK TOURIST RESORTS.—*Concluded.*

To	FROM				
	Detroit.	Port Huron	London.	Hamil- ton.	Buffalo and Niagara Falls.
Hotel Ampersand.....	† \$17.35	† \$17.35	† \$17.35	† \$15.35	† \$15.40
Lake Placid.....	† 17.85	† 17.85	† 17.85	† 15.85	† 15.90
Loon Lake House.....	† 16.90	† 16.90	† 16.90	† 14.90	† 14.95
Loon Lake Station.....	† 16.15	† 16.15	† 16.15	† 14.15	† 14.20
Saranac Lake.....	† 16.85	† 16.85	† 16.85	† 14.85	† 14.90
Tupper Lake Jct.....	17.20	17.20	17.20	15.20	15.25
Tupper Lake House.....	17.95	17.95	17.95	15.95	16.00

To	FROM				
	Toronto.	Kingston.	Brookville.	Montreal.	Quebec.
Hotel Ampersand.....	† \$14.15	† \$ 9.40	† \$7.90	† \$4.15	† \$7.65
Lake Placid.....	† 14.65	† 9.90	† 8.40	† 4.65	† 8.15
Loon Lake House.....	† 13.70	† 8.95	† 7.45	† 3.70	† 7.20
Loon Lake Station.....	† 12.95	† 8.20	† 6.70	† 2.95	† 6.45
Saranac Lake.....	† 13.65	† 8.90	† 7.40	† 3.65	† 7.15
Tupper Lake Jct.....	14.00	9.25	7.75	4.00	7.50
Tupper Lake House.....	14.75	10.00	8.50	4.75	8.25

Route S 7—

Choice of routes to Montreal (see pages 134 and 135).	Form.
Grand Trunk Railway to Rouse's Point.....	T 16
Delaware & Hudson Railroad to Plattsburg or Hotel Champlain.....	T 17
Chateaugay Railroad to Saranac Lake.....	T 113
Saranac & Lake Placid Railroad to Lake Placid.....	T 77

Route S 8—

Choice of routes to Montreal (see pages 134 and 135).	
Grand Trunk Railway to St. Johns.....	T 11
Central Vermont Railroad to Burlington.....	T 12
Champlain Transportation Co. to Plattsburg.....	T 18
Chateaugay Railroad to Saranac Lake.....	T 113
Saranac & Lake Placid Railroad to Lake Placid.....	T 77

Route S 9—

Choice of routes to Montreal (see pages 134 and 135).	
Grand Trunk Railway to St. Johns.....	T 11
Central Vermont Railroad to Burlington.....	T 12
Champlain Transportation Co. to Plattsburg.....	T 18
Chateaugay Railroad to Saranac Lake.....	T 113
Stage to Hotel Ampersand.....	T 79

* All rail to Montreal. For tickets optional rail or steamer, Kingston, Brookville or Prescott to Montreal, add 50c from Detroit, and for tickets optional rail or steamer, Toronto to Kingston, Kingston to Prescott, and Prescott to Montreal, add \$1.30 from Detroit, 90c from Port Huron, and 20c from London.

† Limited to continuous passage south of Montreal.

TO ALBANY, N. Y.

Route S 10—

Choice of routes to Montreal (see pages 134 and 135).

Grand Trunk Railway to Rouse's Point.....	T	16
Delaware & Hudson Railroad to Plattsburg or Hotel Champlain.....	T	17
D. & H. Railroad or Champlain Transportation Co., to Fort Ticonderoga.....	T	19
Delaware & Hudson Railroad to Saratoga, Albany.....	T	20

Fares:—

Detroit.....	*\$20.80	Toronto.....	\$17.60
Port Huron.....	* 20.80	Kingston.....	12.85
London.....	* 20.80	Brockville.....	11.35
Hamilton.....	18.80	Ottawa.....	10.10
Niagara Falls.....	18.85	Montreal.....	7.60
Buffalo.....	18.85	Quebec.....	9.60

Route S 11

Choice of routes to Montreal (see pages 134 and 135).

Grand Trunk Railway to St. Johns.....	T	11
Central Vermont Railroad to Rutland.....	T	61
Bennington & Rutland Railroad to White Creek.....	T	62
Fitchburg Railroad to Troy.....	T	56
New York Central & Hudson River Railroad to Albany.....	T	127

Fares same as Route S 10.

Route S 12—

Choice of routes to Montreal (see pages 134 and 135).

Grand Trunk Railway to Rouse's Point.....	T	16
Delaware & Hudson Railroad to Plattsburg or Hotel Champlain.....	T	17
Delaware & Hudson Railroad or Champlain Transportation Company to Port Ticonderoga.....	T	19
Delaware & Hudson Railroad to Baldwin.....	T	20
Lake George Steamboat Company to Caldwell.....	T	22
Delaware & Hudson Railroad to Albany.....	T	21

Fares \$1.50 more than Route S 10.

To BANGOR, Me.

Route S 13—

Choice of routes to Montreal (see pages 134 and 135).

Grand Trunk Railway to Portland.....	T	32
Maine Central Railroad to Bangor.....	T	52

Fares:—

Detroit.....	*\$24.45	Toronto.....	\$21.25
Port Huron.....	* 24.45	Kingston.....	16.50
London.....	* 24.45	Brockville.....	15.00
Hamilton.....	22.45	Ottawa.....	14.75
Niagara Falls.....	22.50	Montreal.....	11.25
Buffalo.....	22.50	Quebec.....	12.25

To BAR HARBOR, Me.

Route S 14—

Same as route S 13 to Portland.

Maine Central Railroad to Bar Harbor.....	T	52
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Fares:—

Detroit.....	*\$25.70	Toronto.....	\$23.25	†\$22.50
Pt. Huron.....	* 25.70	Kingston.....	18.50	† 17.75
London.....	* 25.70	Brockville.....	17.00	† 16.25
Hamilton.....	24.45	Ottawa.....	16.75	† 16.00
Niagara Falls.....	24.50	Montreal.....	13.25	† 12.50
Buffalo.....	24.50	Quebec.....	14.25	† 13.50

* See foot note on page 140.

† Via Grand Trunk direct. Limit to date of sale and two following days, Sunday excepted, if used via Montreal.

‡ Limited to continuous passage east of Portland.

To BAR HARBOR, Me.—Concluded.

Route S 15—

Same as route S 13 to Portland.

Maine Central Railroad to Rockland.....T 52
 Portland, Mt. Desert & Machias Steamboat Company to Bar Harbor.....T 78

Fares:—

Detroit.....	*\$24.20	Toronto.....	\$21.00
Pt. Huron.....	* 24.20	Kingston.....	16.25
London.....	* 24.20	Brockville.....	14.75
Hamilton.....	22.20	Ottawa.....	14.50
Niagara Falls.....	22.25	Montreal.....	11.00
Buffalo.....	22.25	Quebec.....†	12.00

To BOSTON, Mass.

† Route S 16—

Choice of routes to Montreal (see pages 134 and 135).

Grand Trunk R'y to Portland & Roch. Jct. or Portland.....T 32 }
 Portland & Rochester Railroad to Union Station, Portland.....T 181 } or
 Boston & Maine Railroad to Boston.....T 50 } 2-1T

Fares:—

Detroit.....	*\$22.20	Toronto.....	\$19.00
Pt. Huron.....	* 22.20	Kingston.....	14.25
London.....	* 22.20	Brockville.....	12.40
Hamilton.....	20.20	Ottawa.....	12.00
Niagara Falls.....	20.25	Montreal.....	9.00
Buffalo.....	20.25	Quebec.....†	11.00

† Route S 17—

Choice of routes to Montreal (see pages 134 and 135).

Grand Trunk Railway or R. & O. N. Co.'s steamers to Quebec.....T 36 }
 Grand Trunk R'y to Gorham and Portland & Roch. Jct. or }
 Portland.....T 37 and T 27 } or
 Portland & Rochester Railroad to Union Station, Portland.....T 181 } 24-7T
 Boston & Maine Railroad to Boston.....T 50 }

Fares:—

Detroit.....	*\$26.20	Toronto.....	\$23.00
Pt. Huron.....	* 26.20	Kingston.....	18.25
London.....	* 26.20	Brockville.....	16.75
Hamilton.....	24.20	Ottawa.....	15.50
Niagara Falls.....	24.25	Montreal.....	13.00
Buffalo.....	24.25		

Route S 18—

Choice of routes to Montreal (see pages 134 and 135).

Grand Trunk Railway to Gorham and Portland.....T 32
 Portland Steamship Co. to Boston.....T 81

Fares:—

Detroit.....	*\$21.70	Toronto.....	\$18.50
Port Huron.....	* 21.70	Kingston.....	13.75
London.....	* 21.70	Brockville.....	12.20
Hamilton.....	19.70	Ottawa.....	12.00
Niagara Falls.....	19.75	Montreal.....	8.50
Buffalo.....	19.75	Quebec.....†	9.50

Route S 19—

Choice of routes to Montreal (see pages 134 and 135).

Grand Trunk Railway or R. & O. N. Co. Co.'s Steamer to Quebec.....T 36 }
 Ferry to Levis.....T 37 } or
 Grand Trunk Railway to Gorham and Portland.....T 27 } 1-14X
 Portland Steamship Co. to Boston.....T 81 }

* See foot note on page 140.

† If used via Montreal, limit to date of sale and two following days.
 ‡ All rail, limited to continuous passage.

To BOSTON, Mass.—Continued.

Fares:—

Detroit.....	*\$25.70	Toronto.....	\$22.50
Port Huron.....	* 25.70	Kingston.....	17.75
London.....	* 25.70	Brockville.....	16.25
Hamilton.....	23.70	Ottawa.....	15.00
Niagara Falls.....	23.75	Montreal.....	12.50
Buffalo.....	23.75		

‡ Route S 20—

Choice of routes to Montreal (see pages 134 and 135).

Grand Trunk Railway to St. Johns.....	T 11	
Central Vermont Railroad to St. Albans and White River Jct.....	T 84	or
Boston & Maine Railroad to Boston.....	T 184	31-62T

Fares:—

Detroit.....	*\$22.20	\$17.45	Toronto.....	\$19.00	\$13.00
Port Huron.....	* 22.20	16.30	Kingston.....	14.25	11.00
London.....	* 22.20	14.35	Brockville.....	12.40	10.40
Hamilton.....	20.20	13.00	Ottawa.....	12.00	11.70
Niagara Falls.....	20.25	14.40	Montreal.....	9.00	
Buffalo.....	20.25	14.95	Quebec.....	† 11.00	

‡ Route S 21—

Choice of routes to Montreal (see pages 134 and 135).

Grand Trunk Railway to St. Johns.....	T 11	
Central Vermont Railroad to St. Albans, Burlington and Windsor.....	T 131	or
Boston & Maine Railroad to Bellows Falls.....	T 31	X 465
Fitchburg Railroad to Boston.....	T 132	

Fares same as Route S 20.

Route S 22—

Choice of routes to Montreal (see pages 134 and 135).

Grand Trunk Railway to Rouse's Point.....	T 16
Delaware & Hudson Railroad to Plattsburg or Hotel Champlain.....	T 17
Champlain Transportation Company's Steamer to Burlington.....	T 18
Central Vermont Railroad to Windsor.....	T 12
Boston & Maine Railroad to Bellows Falls.....	T 31
Fitchburg Railroad to Boston.....	T 132

Fares:—

Detroit.....	*\$22.40	Toronto.....	\$19.20
Port Huron.....	* 22.40	Kingston.....	14.75
London.....	* 22.40	Brockville.....	12.30
Hamilton.....	20.40	Ottawa.....	12.20
Niagara Falls.....	20.45	Montreal.....	9.20
Buffalo.....	20.45	Quebec.....	12.45

Route S 23—

Choice of routes to Montreal (see pages 134 and 135).

Grand Trunk Railway to Rouse's Point.....	T 16
Delaware & Hudson Railroad to Plattsburg or Hotel Champlain.....	T 17
Champ. Trans. Co.'s Str. or D. & H. Railroad to Fort Ticonderoga.....	T 19
Delaware & Hudson Railroad to Saratoga, Mechanicville.....	T 21
Fitchburg Railroad to Boston.....	T 15

Fares:—

Detroit.....	*\$24.85	Toronto.....	\$21.65
Port Huron.....	* 24.85	Kingston.....	16.90
London.....	* 24.85	Brockville.....	15.40
Hamilton.....	22.85	Ottawa.....	14.15
Niagara Falls.....	22.90	Montreal.....	11.65
Buffalo.....	22.90	Quebec.....	13.65

* See foot note on page 140.

† If used via Montreal, limit to date of sale and two following days.

‡ All rail. Limited to continuous passage.

To BOSTON, Mass.—Continued.

Route S 24—

Choice of routes to Montreal (see pages 134 and 135).	Form.
Grand Trunk Railway to Rouse's Point.....	T 16
Delaware & Hudson Railroad to Plattsburg or Hotel Champlain.....	T 17
Champ. Trans. Co.'s Str. or D. & H. Railroad to Fort Ticonderoga.....	T 19
Delaware & Hudson Railroad to Baldwin.....	T 20
Lake George Steamboat Co. to Caldwell.....	T 22
Delaware & Hudson Railroad to Saratoga, Mechanicville.....	T 21
Fitchburg Railroad to Boston.....	T 15

Fares:—

Detroit.....	*\$26.35	Toronto.....	\$23.15
Port Huron.....	* 26.35	Kingston.....	18.40
London.....	* 26.35	Brockville.....	16.90
Hamilton.....	24.35	Ottawa.....	15.65
Niagara Falls.....	24.40	Montreal.....	13.15
Buffalo.....	24.40	Quebec.....	15.15

Route S 25—

Choice of routes to Montreal (see pages 134 and 135).	
Grand Trunk Railway to St. Johns.....	T 11
Central Vermont Railroad to St. Albans, Burlington.....	T 12
Champlain Transportation Co. to Fort Ticonderoga.....	T 18
Delaware & Hudson Railroad to Baldwin.....	T 20
Lake George Steamboat Co. to Caldwell.....	T 22
Delaware & Hudson Railroad to Saratoga, Troy.....	T 21
Fitchburg Railroad to Boston.....	T 15

Fares same as Route S 24.

Route S 26.

Choice of routes to Montreal (see pages 134 and 135).	
Grand Trunk Railway to Rouse's Point.....	T 16
Delaware & Hudson Railroad to Plattsburg or Hotel Champlain.....	T 17
Champ. Trans. Co.'s Str. or D. & H. Railroad to Fort Ticonderoga.....	T 19
Delaware & Hudson Railroad to Baldwin.....	T 20
Lake George Steamboat Co. to Caldwell.....	T 22
Delaware & Hudson Railroad to Saratoga, Albany.....	T 21
People's Line Steamer to New York.....	T 71
Choice of Sound Line Steamers to Boston.....	T 126, T 128, or T 129

Fares:—

Detroit.....	*\$27.65	Toronto.....	\$24.45
Port Huron.....	* 27.65	Kingston.....	19.70
London.....	* 27.65	Brockville.....	18.20
Hamilton.....	25.65	Ottawa.....	16.95
Niagara Falls.....	25.70	Montreal.....	14.45
Buffalo.....	25.70	Quebec.....	16.45

Route S 27—

Choice of routes to Montreal (see pages 134 and 135).	
Grand Trunk Railway to St. Johns.....	T 11
Central Vermont Railroad to St. Albans, Burlington.....	T 12
Champ. Trans. Co.'s Steamer to Fort Ticonderoga.....	T 18
Delaware & Hudson Railroad to Baldwin.....	T 20
Lake George Steamboat Co. to Caldwell.....	T 22
Delaware & Hudson Railroad to Saratoga, Albany.....	T 21
Day Line Steamer to New York.....	T 72
Choice of Sound Line Steamers to Boston.....	T 126, T 128, or T 129

Fares:—

Detroit.....	*\$28.30	Toronto.....	\$25.10
Pt. Huron.....	* 28.30	Kingston.....	20.35
London.....	* 28.30	Brockville.....	18.85
Hamilton.....	26.30	Ottawa.....	17.60
Niagara Falls.....	26.35	Montreal.....	15.10
Buffalo.....	26.35	Quebec.....	17.10

* See foot note on page 140.

To BOSTON, Mass.—Continued.

† Route S 28—

Choice of routes to Montreal (see pages 134 and 135).		FORM.
Grand Trunk Railway to St. Johns		T 11
Central Vermont Railroad to St. Albans, Montpelier		T 12
Montpelier & Wells River Railroad to Wells River		T 24
Boston & Maine Railroad to Bethlehem Jct.		T 31
Profile & Franconia Notch Railroad to Profile House		T 26
Profile & Franconia Notch Railroad to Bethlehem Jct.		T 26
Boston & Maine Railroad to Fabyans		T 31
Maine Central Railroad to Crawfords		T 28
Maine Central Railroad to Fabyans		T 28
Boston & Maine Railroad to Boston		T 30

Fares:—

Detroit	*\$25.70	Toronto	\$22.50
Pt. Huron	* 25.70	Kingston	17.75
London	* 25.70	Brockville	18.25
Hamilton	23.70	Ottawa	15.00
Niagara Falls	23.75	Montreal	13.80
Buffalo	23.75	Quebec	14.50

Route S 29—

Choice of routes to Montreal (see pages 134 and 135).	
Grand Trunk Railway to Groveton	T 32
Boston & Maine Railroad to Fabyans	T 136
Maine Central Railroad to North Conway (or Portland, as desired)	T 28
Boston & Maine Railroad to Boston	T 30

Fares:—

Detroit	*\$22.20	Toronto	\$19.00
Pt. Huron	* 22.20	Kingston	14.25
London	* 22.20	Brockville	12.40
Hamilton	20.20	Ottawa	12.00
Niagara Falls	20.25	Montreal	10.30
Buffalo	20.25	Quebec	† 11.00

† Route S 30—

Choice of routes to Montreal (see pages 134 and 135).	
Grand Trunk Railway to St. Johns	T 11
Central Vermont Railroad to St. Albans, Montpelier	T 12
Montpelier & Wells River Railroad to Wells River	T 24
Boston & Maine Railroad to Fabyans	T 31
Maine Central Railroad to North Conway	T 28
Boston & Maine Railroad to Boston	T 30

Fares same as Route S 29.

Route S 31—

Choice of routes to Montreal (see pages 134 and 135).	
Grand Trunk Railway to North Stratford	T 32
Maine Central Railroad to North Conway (or Portland, as desired)	T 130
Boston & Maine Railroad to Boston	T 30

Fares same as Route S 29.

Route S 32—

Choice of routes to Montreal (see pages 134 and 135).	
Grand Trunk Railway to Groveton	T 32
Boston & Maine Railroad to Fabyans	T 31
Boston & Maine Railroad to Boston	T 30

Fares same as Route S 29.

* See foot note on page 140.

† Direct via Grand Trunk Railway. Limit to date of sale and two following days, Sunday excepted, if routed via Montreal. Use T 27 from Levis.

To BOSTON, Mass.—Continued.

Route S 33—

Choice of routes to Montreal (see pages 134 and 135).	FORM.
Grand Trunk Railway to St. Johns.....	T 11
Central Vermont Railroad to St. Albans, Montpelier.....	T 12
Montpelier & Wells River Railroad to Wells River.....	T 24
Boston & Maine Railroad to Bethlehem Jct.....	T 31
Profile & Franconia Notch Railroad to Profile House.....	T 26
Profile & Franconia Notch Railroad to Bethlehem Jct.....	T 26
Boston & Maine Railroad to Fabyans and Base.....	T 31
Mount Washington Railway to Summit.....	T 41
Milliken's Stage to Glen Site.....	T 40
Milliken's Stage to Gorham.....	T 160
Grand Trunk Railway to Portland.....	T 74
Boston & Maine Railroad to Boston.....	T 50

Fares:—

Detroit.....	*\$35.90	Toronto.....	\$32.70
Pt. Huron.....	* 35.90	Kingston.....	27.95
London.....	* 35.90	Brockville.....	26.45
Hamilton.....	33.90	Ottawa.....	25.20
Niagara Falls.....	33.95	Montreal.....	22.70
Buffalo.....	33.95	Quebec.....	25.70

Route S 34—

Choice of routes to Montreal (see pages 134 and 135).	
Grand Trunk Railway to Sherbrooke.....	T 32
Boston & Maine Railroad to Newport, Wells River, Boston.....	T 33

Fares same as Route S 16 (omitting limited fares).

Route S 35—

Choice of routes to Montreal (see pages 134 and 135).	
Grand Trunk Railway or R. & O. N. Co.'s Steamer to Quebec.....	T 36
Ferry to Lewis.....	T 37
Grand Trunk Railway to Sherbrooke.....	T 27
Boston & Maine Railroad to Newport, Wells River, Boston.....	T 33

Fares same as Route S 17.

Route S 36—

Choice of routes to Montreal (see pages 134 and 135).	
Grand Trunk Railway or R. & O. N. Co.'s Steamer to Quebec.....	T 36
Ferry to Lewis.....	T 37
Grand Trunk Railway to Sherbrooke.....	T 27
Boston & Maine Railroad to Bethlehem Jct.....	T 33
Profile & Franconia Notch Railroad to Profile House.....	T 26
Profile & Franconia Notch Railroad to Bethlehem Jct.....	T 26
Boston & Maine Railroad to Fabyans.....	T 31
Maine Central Railroad to Crawford's.....	T 28
Maine Central Railroad to Fabyans.....	T 28
Boston & Maine Railroad to Base.....	T 31
Mount Washington Railway to Summit.....	T 41
Milliken's Stage to Glen Site.....	T 40
Milliken's Stage to Gorham.....	T 160
Grand Trunk Railway to Portland.....	T 74
Boston & Maine Railroad to Boston.....	T 50

Fares:—

Detroit.....	*\$40.80	Toronto.....	\$37.60
Pt. Huron.....	* 40.80	Kingston.....	32.85
London.....	* 40.80	Brockville.....	31.35
Hamilton.....	38.80	Ottawa.....	30.10
Niagara Falls.....	38.85	Montreal.....	27.60
Buffalo.....	38.85	Quebec.....	24.60

* See foot note on page 140.

† Via Sherbrooke direct, not coming into Montreal.

To BOSTON, Mass.—Continued.

Route S 37—

Choice of routes to Montreal (see pages 134 and 135).	
Grand Trunk Railway or R. & O. N. Co.'s Steamer to Quebec.....	FORM. T 36
Ferry to Levis.....	T 36
Grand Trunk Railway to Sherbrooke.....	T 37
Boston & Maine Railroad to Lunenburg.....	T 27
Malae Central Railroad to Intervale.....	T 33
Boston & Maine Railroad to Boston.....	T 28
	T 30

Fares same as Route S 17.

Route S 38—

Choice of routes to Montreal (see pages 134 and 135).	
Grand Trunk Railway to Groveton.....	T 32
Boston & Maine Railroad to Boston.....	T 30

Fares same as Route S 16 (omitting limited fares).

Route S 39—

Choice of routes to Montreal (see pages 134 and 135).	
Grand Trunk Railway or R. & O. N. Co.'s Steamer to Quebec.....	T 36
Ferry to Levis.....	T 27
Grand Trunk Railway to Groveton.....	T 27
Boston & Maine Railroad to Boston.....	T 30

Fares same as Route S 17.

Route S 40—

Choice of routes to Montreal (see pages 134 and 135).	
Grand Trunk Railway to Groveton.....	T 32
Boston & Maine Railroad to Bethlehem Jct.....	T 31
Profile & Franconia Notch Railroad to Profile House.....	T 26
Stage to North Woodstock.....	T 79
Boston & Maine Railroad to Boston.....	T 30

Fares:—

Detroit.....	*\$25.10	Toronto.....	\$21.90
Pt. Huron.....	* 25.10	Kingston.....	17.15
London.....	* 25.10	Brockville.....	15.65
Hamilton.....	23.10	Ottawa.....	14.40
Niagara Falls.....	23.15	Montreal.....	11.90
Buffalo.....	23.15	Quebec.....	† 13.30

Route S 41—

Choice of routes to Montreal (see pages 134 and 135).	
Grand Trunk Railway to St. Johns.....	T 11
Central Vermont Railroad to Montpelier.....	T 12
Montpelier & Wells River Railroad to Wells River.....	T 24
Boston & Maine Railroad to Boston.....	T 30

Fares same as Route S 20 (omitting limited fares).

Route S 42—

Choice of routes to Montreal (see pages 134 and 135).	
Grand Trunk Railway to Gorham.....	T 32
Milliken's Stage to Glen Site.....	T 160
Milliken's Stage to Summit.....	T 39
Mount Washington Railway to Base.....	T 41
Boston & Maine Railroad to Fabyans and Bethlehem Jct.....	T 31
Profile & Franconia Notch Railroad to Profile House.....	T 26
Stage to North Woodstock.....	T 79
Boston & Maine Railroad to Boston.....	T 30

* See foot note on page 140.

† Via Sherbrooke direct, not coming into Montreal.

To BOSTON, Mass.—Continued.

Fares:—

Detroit.....	\$35.95	Toronto.....	\$32.75
Pt. Huron.....	35.95	Kingston.....	28.00
London.....	35.95	Brockville.....	26.50
Hamilton.....	33.95	Ottawa.....	25.25
Niagara Falls.....	34.00	Montreal.....	22.75
Buffalo.....	34.00	Quebec.....†	23.85

Route S 43—

Choice of routes to Montreal (see pages 134 and 135).	FORM.
Grand Trunk Railway or R. & O. N. Co.'s Steamer to Quebec.....	T 36
Ferry to Levis.....	T 37
Intercolonial Railway to Halifax.....	T 42
Intercolonial Railway to St. John.....	T 46
International Steamship Co. to Boston.....	T 144

Fares:—

Detroit.....	\$37.70	Toronto.....	\$34.50	\$33.15
Pt. Huron.....	37.70	Kingston.....	29.75	
London.....	37.70	Brockville.....	28.25	
Hamilton.....	35.70	Prescott.....	27.85	
Niagara Falls.....	35.75	Ottawa.....	28.00	
Buffalo.....	35.75	Montreal.....	24.50	

Route S 44—

Choice of routes to Montreal (see pages 134 and 135).	
Grand Trunk Railway or R. & O. N. Co.'s Steamer to Quebec.....	T 36
Ferry to Levis.....	T 37
Intercolonial Railway to Halifax.....	T 42
Dominion Atlantic Railway to Digby.....	T 161
Dominion Atlantic Railway, (Prince Rupert) to St. John.....	T 182
International Steamship Co. to Boston.....	T 144

Fares same as Route S 43.

Route S 45—

Same as Route S 43 to Halifax.	
xCanada Atlantic & Plant S. S. Co. to Boston.....	T 170

Fares:—

Detroit.....	\$35.20	Toronto.....	\$32.00	\$30.65
Pt. Huron.....	35.20	Kingston.....	27.25	
London.....	35.20	Brockville.....	25.75	
Hamilton.....	33.20	Prescott.....	25.55	
Niagara Falls.....	33.25	Ottawa.....	25.50	
Buffalo.....	33.25	Montreal.....	22.00	

Route S 46—

Choice of routes to Montreal (see pages 134 and 135).	
Grand Trunk Railway or R. & O. N. Co.'s Steamer to Quebec.....	T 36
Ferry to Levis.....	T 37
Intercolonial Railway to Pointe du Chene.....	T 42
Charlottetown Steam Navigation Co. to Summerside.....	T 43
Prince Edward Island Railway to Charlottetown.....	T 44
Charlottetown Steam Navigation Co. to Pictou.....	T 45
Intercolonial Railway to Halifax.....	T 46
Dominion Atlantic Railway to Digby.....	T 161
Dominion Atlantic Railway, (Prince Rupert) to St. John.....	T 182
International Steamship Co.'s Steamer to Boston.....	T 144

* See foot note on page 140.

† Via Sherbrooke direct, not coming into Montreal.

‡ All rail to Levis.

§ Optional rail or steamer, Toronto to Kingston, Kingston to Prescott, Prescott to Montreal, and Montreal to Quebec.

x Cabin berth included. Meals and staterooms extra.

To BOSTON, Mass.—Continued.

Fares:—

Detroit.....	*\$48.45	Toronto.....	\$40.25
Pt. Huron.....	* 43.45	Kingston.....	35.50
London.....	* 43.45	Brockville.....	34.00
Hamilton.....	41.45	Prescott.....	33.60
Niagara Falls.....	41.50	Ottawa.....	32.75
Buffalo.....	41.50	Montreal.....	30.25

Route S 47—

Same as Route S 46 to Halifax.

Dominion Atlantic Railway to Digby, Yarmouth.....	FORM. T 161
Yarmouth S. S. Co. to Boston.....	T 171

Fares:—

Detroit.....	*\$42.45	Toronto.....	\$39.25
Pt. Huron.....	* 42.45	Kingston.....	34.50
London.....	* 42.45	Brockville.....	33.00
Hamilton.....	40.45	Prescott.....	32.60
Niagara Falls.....	40.50	Ottawa.....	31.75
Buffalo.....	40.50	Montreal.....	29.25

Route S 48—

Choice of routes to Montreal (see pages 134 and 135).

Grand Trunk Railway or R. & O. N. Co.'s Steamer to Quebec.....	T 36
Quebec Steamship Co. (on alternate Tuesdays only) to Pictou.....	T 53
Intercolonial Railway to Halifax.....	T 46
Intercolonial Railway to St. John.....	T 46
International Steamship Co. to Boston.....	T 144

Fares:—

Detroit.....	*\$40.10	Toronto.....	\$36.90
Pt. Huron.....	* 40.10	Kingston.....	32.15
London.....	* 40.10	Brockville.....	30.65
Hamilton.....	38.10	Prescott.....	30.35
Niagara Falls.....	38.15	Ottawa.....	29.40
Buffalo.....	38.15	Montreal.....	26.90

Route S 49—

Same as Route S 48 to Halifax.

Dominion Atlantic Railway to Digby.....	T 161
Dominion Atlantic Railway (Prince Rupert) to St. John.....	T 171
International Steamship Co. to Boston.....	T 144

Fares same as Route S 48.

To CALDWELL, N. Y.

Route S 50—

Choice of routes to Montreal (see pages 134 and 135).

Grand Trunk Railway to Rouse's Point.....	T 16
Delaware & Hudson Railroad to Plattsburg or Hotel Champlain.....	T 17
D. & H. R. R. or Champ. Trans. Co. to Ft. Ticonderoga.....	T 17
Delaware & Hudson Railroad to Baldwin.....	T 20
Lake George Steamboat Co. to Caldwell.....	T 22

OR
34-16T

Fares:—

Detroit.....	*\$20.15	Toronto.....	\$16.95
Pt. Huron.....	* 20.15	Kingston.....	12.20
London.....	* 20.15	Brockville.....	10.70
Hamilton.....	18.15	Prescott.....	10.30
Niagara Falls.....	18.20	Ottawa.....	9.45
Buffalo.....	18.20	Montreal.....	6.95

* See foot note on page 140.

To GORHAM, N. H.

Route S 51-

Choice of routes to Montreal (see pages 134 and 135).
Grand Trunk Railway to Gorham.....

FORM.
T 32

Fares:-

Detroit.....	*\$19.45	Toronto.....	\$16.25
Pt. Huron.....	* 19.45	Kingston.....	11.50
London.....	* 19.45	Brockville.....	10.00
Hamilton.....	17.45	Ottawa.....	9.30
Niagara Falls.....	17.50	Montreal.....	6.25
Buffalo.....	17.50	Quebec.....†	7.35

To HALIFAX, N. S.

Route S 52-

Choice of routes to Montreal (see pages 134 and 135).
Grand Trunk Railway of R. & O. N. Co.'s Steamer to Quebec.....T 36
Ferry to Lewis.....T 37
Intercolonial Railway to Halifax.....T 42

Fares:-

Detroit.....	\$29.50	\$28.20	Toronto.....	\$25.00	\$23.65
Pt. Huron.....	28.40	27.85	Kingston.....		21.75
London.....	28.40	25.95	Brockville.....		20.25
Hamilton.....	26.20	23.65	Prescott.....		19.85
Niagara Falls.....	26.25	23.65	Ottawa.....		20.00
Buffalo.....	26.25	23.65	Montreal.....		16.50

Route S 53-

Choice of routes to Montreal (see pages 134 and 135).
Grand Trunk Railway or R. & O. N. Co.'s Steamer to Quebec.....T 36
Quebec Steamship Co. (on alternate Tuesdays only) to Pictou.....T 53
Intercolonial Railway to Halifax.....T 46

Fares:-

Detroit.....	*\$30.60	Toronto.....	\$27.40
Pt. Huron.....	* 30.60	Kingston.....	22.65
London.....	* 30.60	Brockville.....	21.15
Hamilton.....	28.60	Prescott.....	20.75
Niagara Falls.....	28.65	Ottawa.....	20.90
Buffalo.....	28.65	Montreal.....	17.40

Route S 54-

Choice of routes to Montreal (see pages 134 and 135).
Grand Trunk Railway to Portland.....T 32
International S. S. Co. to St. John.....T 49
Intercolonial Railway to Halifax.....T 46

Fares:-

Detroit.....	*\$30.20	Toronto.....	\$27.00
Pt. Huron.....	* 30.20	Kingston.....	23.75
London.....	* 30.20	Brockville.....	22.25
Hamilton.....	28.20	Ottawa.....	22.00
Niagara Falls.....	28.25	Montreal.....	18.50
Buffalo.....	28.25	Quebec.....†	19.50

* See foot note on page 140.

† Via Grand Trunk direct, not coming into Montreal. Form T 27 to be used from Lewis.

§ All rail.

|| Optional rail or steamer, Toronto to Kingston, Kingston to Prescott, Prescott to Montreal, and Montreal to Quebec.

To HALIFAX, N. S.—Concluded.**Route S 55—**

Choice of routes to Montreal (see pages 134 and 135).

Grand Trunk Railway to Portland	FORM. T 32
International S. S. Co. to St. John	T 49
Dominion Atlantic Railway (Prince Rupert) to Digby	T 182
Dominion Atlantic Railway to Halifax	T 161

Fares same as Route S 54.

To KINGSTON, Ont.**Route S 56—**

Choice of routes to Toronto (see pages 134 and 135).

Grand Trunk Railway or R. & O. N. Co.'s Steamer to Kingston.....T 5

Fares:—

Detroit	\$11.60	Hamilton	\$6.20
Pt. Huron	10.10	Niagara Falls	6.35
London	8.40	Buffalo	6.35

To MONTREAL, Que.**† Route S 57—**

Grand Trunk Railway to Montreal.

Fares:—

Detroit	\$15.00	Buffalo	\$11.25
Pt. Huron	14.90	Toronto	10.00
London	13.40	Kingston	6.25
Hamilton	11.20	Brockville	3.75
Niagara Falls	11.25	Quebec	3.50

Route S 58—

Choice of routes to Toronto (see pages 134 and 135).

Grand Trunk Railway to Brockville.....T 143
Grand Trunk Railway or R. & O. N. Co.'s Steamer to Montreal.....T 140

Fares:—

Detroit	\$15.50	Niagara Falls	\$11.25
Pt. Huron	15.10	Buffalo	11.25
London	13.40	Toronto	10.00
Hamilton	11.20	Kingston	5.25

Route S 59—

Choice of routes to Toronto (see pages 134 and 135).

Grand Trunk Railway to Prescott.....T 143
Grand Trunk Railway or R. & O. N. Co.'s Steamer to Montreal.....T 56

Fares same as Route S 58.

Route S 60—

Choice of routes to Toronto (see pages 134 and 135).

Grand Trunk Railway to Kingston.....T 143
Grand Trunk Railway or R. & O. N. Co.'s Steamer to Prescott.....T 56
Grand Trunk Railway or R. & O. N. Co.'s Steamer to Montreal.....T 56

Fares same as Route S 58.

Route S 61—

Choice of routes to Toronto (see pages 134 and 135).

Grand Trunk Railway to Thousand Islands Junction.....T 143
Thousand Islands Railway to Gananoque.....T 7
Deseronto Navigation Co.'s Steamer to Clayton, Round Island, Thousand
Island Park, Alexandria Bay.....T 8
‡Richelleu & Ontario Navigation Co.'s Steamer to Montreal.....T 6

Fares same as Route S 58.

‡ Passengers can, if they desire it, change this for ticket back to Gananoque and thence to Montreal by rail, on application to the Captain of Deseronto Navigation Co.'s Steamer.

To MONTREAL, Que.—Concluded.

Route S 62—

Choice of routes to Toronto (see pages 134 and 135).			FORM.
Grand Trunk Railway or R. & O. N. Co.'s Steamer to Kingston.....	T	5	
Grand Trunk Railway or R. & O. N. Co.'s Steamer to Prescott.....	T	55	
Grand Trunk Railway or R. & O. N. Co.'s Steamer to Montreal....	T	56	

Fares:—

Detroit.....	\$16.30	Hamilton.....	\$11.20
Pt. Huron.....	15.10	Niagara Falls.....	11.25
London.....	13.40	Buffalo.....	11.25

To NEW YORK.

† Route S 63—

Choice of routes to Montreal (see pages 134 and 135).		
Grand Trunk Railway to Rouse's Point.....	T	16
Delaware & Hudson R. R. to Plattsburg or Hotel Champlain....	T	17
D. & H. Railroad or Champ. Trans. Co.'s Str. to Ft. Ticonderoga..	T	19
Delaware & Hudson Railroad to Saratoga, Troy.....	T	20
New York Central & Hudson River Railroad to New York.....	T	64

Fares:—

Detroit.....	*\$23.20	Toronto.....	\$20.00
Pt. Huron.....	* 23.20	Kingston.....	15.25
London.....	* 23.20	Brockville.....	12.50
Hamilton.....	21.20	Ottawa.....	11.40
Niagara Falls.....	21.25	Montreal.....	10.00
Buffalo.....	21.25	Quebec.....	12.00

† Route S 64—

Choice of routes to Montreal (see pages 134 and 135).		
Grand Trunk Railway to St. Johns.....	T	11
Central Vermont Railroad to Rutland.....	T	61
Bennington & Rutland Railroad to White Creek.....	T	62
Fitchburg Railroad to Troy.....	T	56
New York Central & Hudson River Railroad to New York.....	T	64

Fares same as Route S 63.

† Route S 65—

Choice of routes to Montreal (see pages 134 and 135).		
Grand Trunk Railway to Rouse's Point.....	T	16
Delaware & Hudson R. R. to Plattsburg or Hotel Champlain....	T	17
D. & H. R. R. or Champ. Trans. Co. to Fort Ticonderoga.....	T	19
Delaware & Hudson Railroad to Saratoga, Albany.....	T	20
West Shore Railroad to New York.....	T	66

Fares same as Route S 63.

Route S 66—

Choice of routes to Montreal (see pages 134 and 135).		
Grand Trunk Railway to St. Johns.....	T	11
Central Vermont R. R. to St. Albans, White River Jct., Windsor....	T	12
Boston & Maine Railroad to Brattleboro.....	T	31
Central Vermont Railroad to South Vernon.....	T	12
Boston & Maine Railroad to Springfield.....	T	31
New York, New Haven & Hartford Railroad to New York.....	T	134

Fares same as Route S 63.

† Route S 67—

Choice of routes to Montreal (see pages 134 and 135).		
Grand Trunk Railway to Rouse's Point.....	T	16
Delaware & Hudson R. R. to Plattsburg or Hotel Champlain....	T	17
D. & H. Railroad or Champ. Trans. Co. to Fort Ticonderoga.....	T	19
Delaware & Hudson Railroad to Saratoga, Albany.....	T	20
People's Line Steamers to New York.....	T	71

* See foot note on page 140.

To NEW YORK.—Continued.

Fares:—

FORM.
.....T 5
.....T 55
.....T 58

Detroit.....	*\$22.15	Toronto.....	\$18.95
Pt. Huron.....	* 22.15	Kingston.....	14.20
London.....	* 22.15	Brockville.....	11.85
Hamilton.....	20.15	Ottawa.....	9.80
Niagara Falls.....	20.20	Montreal.....	8.95
Buffalo.....	20.20	Quebec.....	11.95

11.20
11.25
11.25

‡ Route S 68—

Same as Route S 67 to Albany.

Day Line Steamers to New York.....T 72 or 34—15 T

Fares:—

18 }
17 } or
19 } 34—4T
20 }
64 }

Detroit.....	*\$22.80	Toronto.....	\$19.60
Pt. Huron.....	* 22.80	Kingston.....	14.00
London.....	* 22.80	Brockville.....	12.35
Hamilton.....	20.80	Ottawa.....	10.30
Niagara Falls.....	20.85	Montreal.....	9.60
Buffalo.....	20.85	Quebec.....	12.60

20.00
15.25
12.50
11.40
10.00
12.00

Route S 69—

Choice of routes to Montreal (see pages 134 and 135).

Grand Trunk Railway to Rouse's Point.....	T 16	} or 34—20 T
Delaware & Hudson Railroad to Plattsburg or Hotel Champlain.....	T 17	
D. & H. Railroad or Champ. Trans. Co. to Ft. Ticonderoga.....	T 19	
Delaware & Hudson Railroad to Baldwin.....	T 20	
Lake George Steamboat Co. to Caldwell.....	T 22	
Delaware & Hudson Railroad to Saratoga, Troy.....	T 21	
New York Central & Hudson River Railroad to New York.....	T 64	

11 }
31 } or
32 } 2752
36 }
34 }

Fares:—

Detroit.....	*\$24.70	Toronto.....	\$21.50
Pt. Huron.....	* 24.70	Kingston.....	16.75
London.....	* 24.70	Brockville.....	15.25
Hamilton.....	22.70	Ottawa.....	12.90
Niagara Falls.....	22.75	Montreal.....	11.50
Buffalo.....	22.75	Quebec.....	13.50

‡ Route S 70—

Same as route S 69 to Caldwell.

Delaware & Hudson Railroad to Saratoga, Albany.....T 21
West Shore Railroad to New York.....T 66

or
34—14T

Fares same as Route S 69.

‡ Route S 71—

Choice of routes to Montreal (see pages 134 and 135).

.....T 11
.....T 12
.....T 31
.....T 12
.....T 31
.....T 134

Grand Trunk Railway to Rouse's Point.....	T 16	} or 34—19 T
D. & H. Railroad to Plattsburg or Hotel Champlain.....	T 17	
D. & H. Railroad or Champ. Trans. Co. to Ft. Ticonderoga.....	T 19	
Delaware & Hudson Railroad to Baldwin.....	T 20	
Lake George Steamboat Co. to Caldwell.....	T 22	
Delaware & Hudson Railroad to Albany.....	T 21	
People's Line Steamer to New York.....	T 71	

Fares:—

Detroit.....	*\$23.65	Toronto.....	\$20.45
Port Huron.....	* 23.65	Kingston.....	15.70
London.....	* 23.65	Brockville.....	14.20
Hamilton.....	21.65	Ottawa.....	11.30
Niagara Falls.....	21.70	Montreal.....	10.45
Buffalo.....	21.70	Quebec.....	12.45

or
34—32T

Route S 72—

Same as route S 71 to Albany.

Day Line Steamer to New York.....T 72 or 34—21 T

* See foot note on page 140.

To NEW YORK.—Continued.

Fares:—

Detroit.....	*\$24.30	Toronto.....	\$21.10
Port Huron.....	* 24.30	Kingston.....	16.35
London.....	* 24.30	Brockville.....	14.85
Hamilton.....	22.30	Ottawa.....	11.80
Niagara Falls.....	22.35	Montreal.....	11.10
Buffalo.....	22.35	Quebec.....	13.10

Route S 73—

Choice of routes to Montreal (see pages 134 and 135).	FORM.
Grand Trunk Railway to Rouse's Point.....	T 16
Delaware & Hudson Railroad to Plattsburg or Hotel Champlain.....	T 17
Champ. Trans. Co.'s Steamer to Burlington.....	T 18
Central Vermont Railroad to Montpelier.....	T 12
Montpelier & Wells River Railroad to Wells River.....	T 24
Boston & Maine Railroad to Base.....	T 31
Mount Washington Railway to Summit.....	T 41
Mount Washington Railway to Base.....	T 41
Boston & Maine Railroad to Fabyans.....	T 31
Maine Central Railroad to North Conway (or Portland as desired).....	T 28
Boston & Maine Railroad to Boston.....	T 30
Choice of Sound Steamer Lines to New York.....	T 126, T 128 or T 129

Fares:—

Detroit.....	*\$36.55	Toronto.....	\$33.35
Pt. Huron.....	* 36.55	Kingston.....	28.60
London.....	* 36.55	Brockville.....	27.10
Hamilton.....	34.55	Ottawa.....	25.85
Niagara Falls.....	34.60	Montreal.....	23.35
Buffalo.....	34.60	Quebec.....	26.85

Route S 74—

Choice of routes to Montreal (see pages 134 and 135).	
Grand Trunk Railway to St. Johns.....	T 11
Central Vermont Railroad to St. Albans, Burlington, Rutland.....	T 61
Bennington & Rutland Railroad to White Creek.....	T 62
Fitchburg Railroad to Troy.....	T 63
New York Central & Hudson River Railroad to Albany.....	T 127
People's Line Steamer to New York.....	T 71

Fares same as Route S 67.

Route S 75—

Same as Route S 74 to Albany.	
Day Line Steamer to New York.....	T 72

Fares same as Route S 68.

† Route S 76—

Choice of routes to Montreal (see pages 134 and 135).	
Grand Trunk Railway to St. Johns.....	T 11
Central Vermont Railroad to St. Albans, Burlington.....	T 12
Champlain Trans. Co.'s Steamer to Fort Ticonderoga.....	T 18
Delaware & Hudson Railroad to Saratoga, Albany.....	T 20
Day Line Steamer to New York.....	T 72
	31-107T

Fares same as Route S 68.

† Route S 77—

Choice of routes to Montreal (see pages 134 and 135).	
Grand Trunk Railway to St. Johns.....	T 11
Central Vermont Railroad to St. Albans, Burlington.....	T 12
Champlain Transportation Co.'s Steamer to Ft. Ticonderoga.....	T 18
Delaware & Hudson Railroad to Baldwin.....	T 20
Lake George Steamboat Co. to Caldwell.....	T 22
Delaware & Hudson Railroad to Saratoga, Albany.....	T 21
Day Line Steamer to New York.....	T 72
	31-70T

Fares same as Route S 72.

* See foot note on page 140.

To NEW YORK.—Continued.

Route S 78—

Choice of routes to Toronto (see pages 134 and 135).			FORM.
Grand Trunk Railway or R. & O. N. Steamer to Kingston.....			T 5
Grand Trunk Railway or R. & O. N. Steamer to Prescott.....			T 55
Ferry to Ogdensburg.....			T 75
Central Vermont Railroad to Burlington.....			T 12
Champlain Transportation Co.'s Steamer to Fort Ticonderoga.....			T 18
Delaware & Hudson Railroad to Saratoga, Albany.....			T 20
Day Line Steamer to New York.....			T 72

Fares:—

Detroit.....	\$23.20	Hamilton.....	\$19.80
Port Huron.....	23.20	Niagara Falls.....	19.80
London.....	22.10	Buffalo.....	19.80

Route S 79—

Same as route S 78 to Fort Ticonderoga.		
Delaware & Hudson Railroad to Baldwin.....		T 20
Lake George Steamboat Co. to Caldwell.....		T 22
Delaware & Hudson Railroad to Saratoga, Albany.....		T 21
Day Line Steamer to New York.....		T 72

Fares:—

Detroit.....	\$24.70	Hamilton.....	\$21.30
Port Huron.....	24.70	Niagara Falls.....	21.30
London.....	23.60	Buffalo.....	21.30

Route S 80—

Choice of routes to Montreal (see pages 134 and 135).		
Grand Trunk Railway to St. Johns.....		T 11
Central Vermont Railroad to St. Albans, Burlington.....		T 12
Champlain Transportation Co.'s Steamer to Fort Ticonderoga.....		T 18
Delaware & Hudson Railroad to Baldwin.....		T 20
Lake George Steamboat Co. to Caldwell.....		T 22
Delaware & Hudson Railroad to Saratoga, Albany.....		T 21
New York Central & Hudson River Railroad to New York.....		T 65

Fares same as Route S 69.

Route S 81—

Choice of routes to Montreal (see pages 134 and 135).		
Grand Trunk Railway to St. Johns.....		T 11
Central Vermont Railroad to St. Albans, Montpelier.....		T 12
Montpelier & Wells River Railroad to Wells River.....		T 24
Boston & Maine Railroad to Bethlehem Junction.....		T 31
Profile & Franconia Notch Railroad to Profile House.....		T 26
Profile & Franconia Notch Railroad to Bethlehem Junction.....		T 26
Boston & Maine Railroad to Fabyans.....		T 31
Maine Central Railroad to Portland (or North Conway as desired).....		T 28
Boston & Maine Railroad to Boston.....		T 31
Choice of Sound Steamer Lines to New York.....	T 126, T 128 or T 129	

Fares:—

Detroit.....	*\$29.20	Toronto.....	\$26.00
Port Huron.....	* 29.20	Kingston.....	21.25
London.....	* 29.20	Brockville.....	19.75
Hamilton.....	27.20	Ottawa.....	18.50
Niagara Falls.....	27.25	Montreal.....	16.00
Buffalo.....	27.25	Quebec.....	18.00

Route S 82—

Choice of routes to Montreal (see pages 134 and 135).		
Grand Trunk Railway to Sherbrooke.....		T 76
Boston & Maine Railroad to Newport, Wells River, White River Junc.....		T 33
Central Vermont Railroad to Windsor.....		T 12
Boston & Maine Railroad to Brattleboro.....		T 31
Central Vermont Railroad to South Vernon.....		T 12
Boston & Maine Railroad to Springfield.....		T 31
New York, New Haven & Hartford Railroad to New York.....		T 134

Fares same as Route S 63.

* See foot note on page 140.

To NEW YORK.—Continued.

Route S 83—

Choice of routes to Montreal (see pages 134 and 135).	FORM.
Grand Trunk Railway or R. & O. N. Co.'s Steamer to Quebec.....	T 36
Ferry to Levis.....	T 37
Grand Trunk Railway to Sherbrooke.....	T 27
Same as Route S 82 to New York.	

Fares:—

Detroit.....	*\$28.20	Toronto.....	\$25.00
Port Huron.....	* 28.20	Kingston.....	20.25
London.....	* 28.20	Brockville.....	18.75
Hamilton.....	28.20	Ottawa.....	17.50
Niagara Falls.....	28.25	Montreal.....	15.00
Buffalo.....	26.25	Quebec.....	† 12.00

Route S 84—

Choice of routes to Montreal (see pages 134 and 135).	
Grand Trunk Railway to St. Johns.....	T 11
Central Vermont Railroad to White River Junction.....	T 84
Boston & Maine Railroad to Boston.....	T 184
Choice of Sound Steamer Lines to New York.....	T 126, T 128 or T 129

Fares:—

Detroit.....	*\$26.20	Toronto.....	\$23.00
Port Huron.....	* 26.20	Kingston.....	18.25
London.....	* 26.20	Brockville.....	16.75
Hamilton.....	24.20	Ottawa.....	15.50
Niagara Falls.....	24.25	Montreal.....	13.00
Buffalo.....	24.25	Quebec.....	15.00

Route S 85—

Choice of routes to Montreal (see pages 134 and 135).	
Grand Trunk Railway or R. & O. N. Co.'s Steamer to Quebec.....	T 36
Ferry to Levis.....	T 37
Grand Trunk Railway to Sherbrooke.....	T 27
Boston & Maine Railroad to Boston.....	T 30
Choice of Sound Steamer Lines to New York.....	T 126, T 128 or T 129

Fares:—

Detroit.....	*\$31.20	Toronto.....	\$28.00
Port Huron.....	* 31.20	Kingston.....	23.25
London.....	* 31.20	Brockville.....	21.75
Hamilton.....	29.20	Ottawa.....	20.50
Niagara Falls.....	29.25	Montreal.....	18.00
Buffalo.....	29.25	Quebec.....	† 15.00

Route S 86—

Choice of routes to Montreal (see pages 134 and 135).	
Grand Trunk Railway to Groveton.....	T 32
Boston & Maine Railroad to Fabyans.....	T 31
Maine Central Railway to North Conway (or Portland as desired).....	T 28
Boston & Maine Railroad to Boston.....	T 30
Choice of Sound Steamer Lines to New York.....	T 126, T 128 or T 129

Fares same as Route S 84.

Route S 87—

Choice of routes to Montreal (see pages 134 and 135).	
Grand Trunk Railway to North Stratford.....	T 32
Maine Central Railway to North Conway (or Portland, as desired).....	T 130
Boston & Maine Railroad to Boston.....	T 30
Choice of Sound Steamer Lines to New York.....	T 126, T 128 or T 129

Fares same as Route S 84.

* See foot note on page 140.

† Via Sherbrooke direct, not coming into Montreal.

To NEW YORK.—Continued.

Route S 88—

Choice of Routes to Montreal (see pages 134 and 135).		
Grand Trunk Railway or R. & O. N. Co.'s Steamer to Quebec.....	T	36
Ferry to Levis.....	T	37
Grand Trunk Railway to Gorham.....	T	27
Milliken's Stage to Glen Site.....	T	160
Milliken's Stage to Summit.....	T	39
Mount Washington Railway to Base.....	T	41
Boston & Maine Railroad to Fabyans.....	T	31
Maine Central Railroad to Crawfords.....	T	28
Maine Central Railroad to Fabyans.....	T	28
Boston & Maine Railroad to Bethlehem Junction.....	T	31
Profile & Franconia Notch Railroad to Profile House.....	T	26
Profile & Franconia Notch Railroad to Bethlehem Junction.....	T	26
Boston & Maine Railroad to Boston.....	T	30
Choice of Sound Steamer Lines to New York.....	T 126, T 128, or T	129

Fares:—

Detroit.....	*\$47.20	Toronto.....	\$44.00
Pt. Huron.....	* 47.20	Kingston.....	39.25
London.....	* 47.20	Brockville.....	37.75
Hamilton.....	45.20	Ottawa.....	36.50
Niagara Falls.....	45.25	Montreal.....	34.00
Buffalo.....	45.25	Quebec.....	31.00

Route S 89—

Choice of routes to Montreal (see pages 134 and 135).		
Grand Trunk Railway to St. Johns.....	T	11
Central Vermont Railroad to St. Albans, Montpelier.....	T	12
Montpelier & Wells River Railroad to Wells River.....	T	24
Boston & Maine Railroad to Bethlehem Jct.....	T	31
Profile & Franconia Notch Railroad to Profile House.....	T	26
Profile & Franconia Notch Railroad to Bethlehem Jct.....	T	26
Boston & Maine Railroad to Base.....	T	31
Mount Washington Railway to Summit.....	T	41
Milliken's Stage to Glen Site.....	T	40
Milliken's Stage to Gorham.....	T	160
Grand Trunk Railway to Portland.....	T	76
Boston & Maine Railroad to Boston.....	T	50
Choice of Sound Steamer Lines to New York.....	T 126, T 128, or T	129

Fares:—

Detroit.....	*\$40.15	Toronto.....	\$33.95
Pt. Huron.....	* 40.15	Kingston.....	32.20
London.....	* 40.15	Brockville.....	30.70
Hamilton.....	38.15	Ottawa.....	29.45
Niagara Falls.....	38.20	Montreal.....	26.95
Buffalo.....	38.20	Quebec.....	28.35

Route S 90—

Choice of routes to Montreal (see pages 134 and 135).		
Grand Trunk Railway or R. & O. N. Co.'s Steamer to Quebec.....	T	36
Ferry to Levis.....	T	37
Grand Trunk Railway to Sherbrooke.....	T	27
Boston & Maine Railroad to Bethlehem Jct.....	T	31
Profile & Franconia Notch Railroad to Profile House.....	T	26
Profile & Franconia Notch Railroad to Bethlehem Jct.....	T	26
Boston & Maine Railroad to Base.....	T	31
Same as Route S 89 to New York.....		

Fares:—

Detroit.....	*\$45.15	Toronto.....	\$41.95
Pt. Huron.....	* 45.15	Kingston.....	37.20
London.....	* 45.15	Brockville.....	35.70
Hamilton.....	43.15	Ottawa.....	34.45
Niagara Falls.....	43.20	Montreal.....	31.95
Buffalo.....	43.20	Quebec.....	28.95

* See foot note on page 140.

† Via Grand Trunk direct, not coming into Montreal.

To NEW YORK.—Continued.

Route S 91—

Same as Route S 88 to Base, Mt. Washington.		FORM.
Boston & Maine Railroad to Fabyans	T	31
Maine Central Railroad to North Conway	T	28
Boston & Maine Railroad to Wolfboro	T	31
Steamer to Weirs	T	78
Boston & Maine Railroad to Boston	T	30
Choice of Sound Steamer Lines to New York	T 126, T 128, or T	129

Fares:—

Detroit	*\$45.20	Toronto	\$42.50
Pt. Huron	* 45.20	Kingston	37.25
London	* 45.20	Brockville	35.75
Hamilton	43.20	Ottawa	34.50
Niagara Falls	43.25	Montreal	32.00
Buffalo	43.25	Quebec	† 29.00

Route S 92—

Choice of routes to Montreal (see pages 134 and 135).		
Grand Trunk Railway or R. & O. N. Co.'s Steamer to Quebec	T	36
Grand Trunk Railway to Sherbrooke	T	76
Boston & Maine Railroad to Bethlehem Junction	T	31
Profile & Franconia Notch Railroad to Profile House	T	26
Profile & Franconia Notch Railroad to Bethlehem Junction	T	26
Boston & Maine Railroad to Fabyans	T	31
Maine Central Railroad to North Conway (or Portland if desired)	T	28
Boston & Maine Railroad to Boston	T	30
Choice of Sound Steamer Lines to New York	T 126, T 128 or T	129

Fares:—

Detroit	*\$34.20	Toronto	\$31.00
Pt. Huron	* 34.20	Kingston	28.25
London	* 34.20	Brockville	24.75
Hamilton	32.20	Ottawa	23.50
Niagara Falls	32.25	Montreal	21.00
Buffalo	32.25	Quebec	† 18.00

Route S 93—

Choice of routes to Montreal (see pages 134 and 135).		
Grand Trunk Railway to Groveton	T	32
Boston & Maine Railroad to Base	T	31
Mount Washington Railway to Summit	T	41
Milliken's Stage to Glen Site	T	40
Milliken's Stage to Glen	T	160
Maine Central Railroad to Intervale	T	28
Boston & Maine Railroad to Boston	T	30
Choice of Sound Steamer Lines to New York	T 126, T 128 or T	129

Fares:—

Detroit	*\$36.55	Toronto	\$33.35
Pt. Huron	* 36.55	Kingston	28.60
London	* 36.55	Brockville	27.10
Hamilton	34.55	Ottawa	25.85
Niagara Falls	34.60	Montreal	23.35
Buffalo	34.60	Quebec	† 24.75

Route S 94—

Choice of routes to Montreal (see pages 134 and 135).		
Grand Trunk Railway to Gorham, Portland	T	32
Boston & Maine Railroad to Boston	T	30
Choice of Sound Steamer Lines to New York	T 126 T 128 or T	129

Fares:—

Detroit	*\$26.20	Toronto	\$23.00
Pt. Huron	* 26.20	Kingston	18.25
London	* 26.20	Brockville	16.75
Hamilton	24.20	Ottawa	15.60
Niagara Falls	24.25	Montreal	13.00
Buffalo	24.25	Quebec	† 15.00

* See foot note on page 140.

† Via Grand Trunk Railway direct, not coming into Montreal.

To NEW YORK.—Continued.

† Route S 95—

Choice of routes to Montreal (see pages 134 and 135).	
Grand Trunk Railway or R. & O. N. Co.'s Steamer to Quebec.....	FORM T 36
Ferry to Levis.....	T 37
Grand Trunk Railway to Gorham, Portland.....	T 27
Same as Route S 94 to New York.	

Fares:—

Detroit.....	*\$31.20	Toronto.....	\$28.00
Pt. Huron.....	* 31.20	Kingston.....	23.25
London.....	* 31.20	Brockville.....	31.75
Hamilton.....	29.20	Ottawa.....	20.50
Niagara Falls.....	29.25	Montreal.....	18.00
Buffalo.....	29.25	Quebec.....	15.00

Route S 96—

Choice of routes to Montreal (see pages 134 and 135).	
Grand Trunk Railway to Gorham.....	T 82
Milliken's Stage to Glen Site.....	T 160
Milliken's Stage to Summit.....	T 39
Mount Washington Railway to Base.....	T 41
Boston & Maine Railroad to Bethlehem Jct.....	T 31
Profile & Franconia Notch Railroad to Profile House.....	T 26
Profile & Franconia Notch Railroad to Bethlehem Jct.....	T 26
Boston & Maine Railroad to Boston.....	T 30
Choice of Sound Steamer Lines to New York.....	T 126, T 128, or T 129

Fares:—

Detroit.....	*\$42.65	Toronto.....	\$39.45
Pt. Huron.....	* 42.65	Kingston.....	34.70
London.....	* 42.65	Brockville.....	33.20
Hamilton.....	40.65	Ottawa.....	31.95
Niagara Falls.....	40.70	Montreal.....	29.45
Buffalo.....	40.70	Quebec.....	30.55

Route S 97—

Same as Route S 96 to Profile House.	
Stage to North Woodstock.....	T 79
Boston & Maine Railroad to Boston.....	T 30
Choice of Sound Steamer Lines to New York.....	T 126, T 128, or T 129

Fares:—

Detroit.....	*\$41.55	Toronto.....	\$38.35
Pt. Huron.....	* 41.55	Kingston.....	33.60
London.....	* 41.55	Brockville.....	32.10
Hamilton.....	39.55	Ottawa.....	30.85
Niagara Falls.....	39.60	Montreal.....	28.35
Buffalo.....	39.60	Quebec.....	29.45

Route S 98—

Choice of routes to Montreal (see pages 134 and 135).	
Grand Trunk Railway or R. & O. N. Co.'s Steamer to Quebec.....	T 36
Ferry to Levis.....	T 37
Grand Trunk Railway to Gorham.....	T 27
Milliken's Stage to Glen Site.....	T 160
Milliken's Stage to Summit.....	T 39
Mount Washington Railway to Base.....	T 41
Boston & Maine Railroad to Fabyans.....	T 31
Maine Central Railroad to Portland (or North Conway as desired).....	T 28
Boston & Maine Railroad to Boston.....	T 30
Choice of Sound Steamer Lines to New York.....	T 126, T 128, or T 129

* See foot note on page 140.

† Via Grand Trunk direct, not coming into Montreal

To NEW YORK.—Continued.

Fares:—

Detroit.....	*\$43.15	Toronto.....	\$39.95
Pt. Huron.....	* 43.15	Kingston.....	35.20
London.....	* 43.15	Brockville.....	33.70
Hamilton.....	41.15	Ottawa.....	32.45
Niagara Falls.....	41.20	Montreal.....	29.95
Buffalo.....	41.20	Quebec.....	26.95

Route S 99—

Same as Route S 98 to Summit.		FORM.
Milliken's Stage to Glen Ste.	T	40
Milliken's Stage to Glen Ste.	T	160
Maine Central Railroad to Fabyans.	T	28
Boston & Maine Railroad to White River Jct.	T	31
Central Vermont Railroad to Windsor.	T	12
Boston & Maine Railroad to Brattleboro.	T	31
Central Vermont Railroad to South Vernon.	T	12
Boston & Maine Railroad to Springfield.	T	31
New York, New Haven & Hartford Railroad to New York.	T	134

Fares:—

Detroit.....	*\$42.00	Toronto.....	\$38.80
Pt. Huron.....	* 42.00	Kingston.....	34.05
London.....	* 42.00	Brockville.....	32.55
Hamilton.....	40.00	Ottawa.....	31.30
Niagara Falls.....	40.05	Montreal.....	28.80
Buffalo.....	40.05	Quebec.....	25.80

Route S 100—

Same as Route S 98 to Summit.	
Mount Washington Railway to Base	T 41
Boston & Maine Railroad to Fabyans.	T 31
Maine Central Railroad to Crawford.	T 28
Maine Central Railroad to Fabyans.	T 28
Boston & Maine Railroad to Bethlehem Jct.	T 31
Profile & Franconia Notch Railroad to Profile House.	T 26
Profile & Franconia Notch Railroad to Bethlehem Jct.	T 26
Boston & Maine Railroad to Wells River.	T 31
Montpelier & Wells River Railroad to Montpelier.	T 24
Central Vermont Railroad to Burlington.	T 12
Champlain Transportation Co.'s Steamer to Fort Ticonderoga.	T 18
Delaware & Hudson Railroad to Baldwin.	T 20
Lake George Steamboat Co. to Caldwell.	T 22
Delaware & Hudson Railroad to Saratoga, Albany.	T 21
Day Line Steamer to New York.	T 72

Fares:—

Detroit.....	*\$47.70	Toronto.....	\$44.50
Pt. Huron.....	* 47.70	Kingston.....	39.75
London.....	* 47.70	Brockville.....	38.25
Hamilton.....	45.70	Ottawa.....	37.00
Niagara Falls.....	45.75	Montreal.....	34.50
Buffalo.....	45.75	Quebec.....	31.50

Route S 101—

Choice of routes to Montreal (see pages 134 and 135).	
Grand Trunk Railway or R. & O. N. Co.'s Steamer to Quebec.	T 36
Ferry to Levis.	T 37
Intercolonial Railway to Halifax.	T 42
Intercolonial Railway to St. John.	T 46
International Steamship Co. to Boston.	T 144
Choice of Sound Steamer Lines to New York.	T 126, T 128 or T 129

Fares:—

Detroit.....	*\$41.70	Toronto.....	\$38.50
Pt. Huron.....	* 41.70	Kingston.....	33.75
London.....	* 41.70	Brockville.....	32.25
Hamilton.....	39.70	Prescott.....	31.85
Niagara Falls.....	39.75	Ottawa.....	32.00
Buffalo.....	39.75	Montreal.....	28.50

* See foot note on page 140.

† Via Grand Trunk Railway direct, not coming into Montreal.

To NEW YORK.—Continued.

Route S 102—

\$39.95	Same as Route 101 to Halifax.	
25.20	Dominion Atlantic Railway to Digby.....	FORM.
33.70	Dominion Atlantic Railway (Prince Rupert) to St. John.....	T 161
32.45	International Steamship Co. to Boston.....	T 182
29.95	Choice of Sound Steamer Lines to New York.....	T 144
26.95		T 126, T 128 or T 129

Fares same as Route S 101.

Route S 103—

FORM.	Choice of routes to Montreal (see pages 134 and 135).	
T 40	Grand Trunk Railway or R. & O. M. Co.'s Steamer to Quebec.....	T 36
T 160	Ferry to Lewis.....	T 37
T 29	Grand Trunk Railway to Sherbrooke.....	T 27
T 31	Boston & Maine Railroad to Bethlehem Junction.....	T 31
T 12	Profile & Franconia Notch Railroad to Profile House.....	T 26
T 31	Profile & Franconia Notch Railroad to Bethlehem Junction.....	T 26
T 12	Boston & Maine Railroad to Fabyans.....	T 31
T 31	Maine Central Railroad to Crawford.....	T 28
T 134	Maine Central Railroad to Fabyans.....	T 28
	Boston & Maine Railroad to Base.....	T 31
	Mount Washington Railway to Summit.....	T 41
	Milliken's Stage to Glen Site.....	T 40
	Milliken's Stage to Gorham.....	T 180
	Grand Trunk Railway to Portland.....	T 74
	Boston & Maine Railroad to Boston.....	T 60
	Choice of Sound Steamer Lines to New York.....	T 126, T 128 or T 129

Fares:—

T 41	Detroit.....	*\$45.05	Toronto.....	\$41.85
T 31	Pt. Huron.....	* 45.05	Kingston.....	37.10
T 28	London.....	* 45.05	Brockville.....	35.60
T 28	Hamilton.....	43.05	Ottawa.....	34.85
T 31	Niagara Falls.....	43.10	Montreal.....	31.85
T 26	Buffalo.....	43.10	Quebec.....	† 28.85

Route S 104—

	Choice of routes to Montreal (see pages 134 and 135).	
T 32	Grand Trunk Railway to Groveton.....	T 32
T 31	Boston & Maine Railroad to Fabyans and Base.....	T 31
T 41	Mount Washington Railway to Summit.....	T 41
T 40	Milliken's Stage to Glen Site.....	T 40
T 160	Milliken's Stage to Glen.....	T 160
T 28	Maine Central Railroad to Fabyans.....	T 28
T 31	Boston & Maine Railroad to White River Junction.....	T 31
T 12	Central Vermont Railroad to Windsor.....	T 12
T 31	Boston & Maine Railroad to Brattleboro.....	T 31
T 12	Central Vermont Railroad to South Vernon.....	T 12
T 31	Boston & Maine Railroad to Springfield.....	T 31
T 134	New York, New Haven & Hartford Railroad to New York.....	T 134

Fares:—

T 36	Detroit.....	*\$39.20	Toronto.....	\$36.00
T 37	Pt. Huron.....	* 39.20	Kingston.....	31.25
T 42	London.....	* 39.20	Brockville.....	29.75
T 46	Hamilton.....	37.20	Ottawa.....	28.50
T 144	Niagara Falls.....	37.25	Montreal.....	26.00
28 or T 129	Buffalo.....	37.25	Quebec.....	† 27.40

Route S 105—

	Choice of routes to Montreal (see pages 134 and 135).	
T 11	Grand Trunk Railway to St. John.....	T 11
T 12	Central Vermont Railroad to Montpelier.....	T 12
T 24	Montpelier and Wells River Railroad to Wells River.....	T 24
T 31	Boston & Maine Railroad to Base.....	T 31
	Same as Route S 104 to New York.	

Fares same as Route S 104 (except from † Quebec \$28.00).

* See foot note on page 140.

† Via Grand Trunk Railway direct to Portland, not coming into Montreal. Use form T 27 from Lewis.

To NEW YORK.—Concluded.**Route S 106—**

Choice of routes to Montreal (see pages 134 and 135).	FORM.
Grand Trunk Railway to Portland.....	T 74
Maine Steamship Co. to New York.....	T 172

Fares:—

Detroit.....	*\$25.70	Toronto.....	\$22.50
Pt. Huron.....	* 25.70	Kingston.....	17.75
London.....	* 25.70	Brockville.....	16.25
Hamilton.....	23.70	Ottawa.....	16.00
Niagara Falls.....	23.75	Montreal.....	12.50
Buffalo.....	23.75	Quebec.....	13.50

To OGDENSBURG, N. Y.**Route S 107—**

Choice of routes to Toronto (see pages 134 and 135)	
Grand Trunk Railway or R. & O. N. Co.'s Steamer to Kingston.....	T 5
Grand Trunk Railway or R. & O. N. Co.'s Steamer to Prescott.....	T 55
Ferry to Ogdensburg.....	T 75

Fares:—

Detroit.....	\$13.15	Hamilton.....	\$ 8.10
Pt. Huron.....	11.65	Niagara Falls.....	8.10
London.....	10.40	Buffalo.....	8.10

To OTTAWA, Ont.**Route S 108—**

Choice of routes to Toronto (see pages 134 and 135).	
Grand Trunk Railway to Brockville.....	T 76
Canadian Pacific Railway to Ottawa.....	T105

Fares:—

Detroit.....	\$14.30	Niagara Falls.....	9.30
Pt. Huron.....	12.90	Buffalo.....	9.30
London.....	11.20	Toronto.....	7.80
Hamilton.....	9.00	Kingston.....	4.10

To PORTLAND, Me.**† Route S 109—**

Choice of routes to Montreal (see pages 134 and 135).	
Grand Trunk Railway to Gorham, Portland.....	T 32

Fares:—

Detroit.....	*\$20.70	†\$17.00	Toronto.....	\$17.50	†\$15.00
Pt. Huron.....	* 20.70	† 17.00	Kingston.....	12.75	† 11.95
London.....	* 20.70	† 17.00	Brockville.....	11.20	† 10.30
Hamilton.....	18.70	† 16.00	Ottawa.....	11.00	
Niagara Falls.....	18.75	† 16.40	Montreal.....	7.50	
Buffalo.....	18.75	† 16.95	Quebec.....	8.50	

Route S 110—

Choice of routes to Montreal (see pages 134 and 135).	
Grand Trunk Railway to Groveton.....	T 32
Boston & Maine Railroad to Fabyans.....	T 31
Maine Central Railroad to Portland.....	T 52

Fares same as Route S 109.

* See foot note on page 140.

† Limited to date of sale and two following days if used via Montreal. Use Form T 27 from Levis.

‡ All rail, limited to continuous passage.

Route S 111— **To PORTLAND, Me.—Concluded.**

Choice of routes to Montreal (see pages 134 and 135).	
Grand Trunk Railway to North Stratford.....	FORM. T 32
Maine Central Railroad to Portland.....	T 130

Fares same as Route S 109.

Route S 112—

Choice of routes to Montreal (see pages 134 and 135).	
Grand Trunk Railway to St. Johns.....	T 32
Central Vermont Railroad to Montpelier.....	T 12
Montpelier & Wells River Railroad to Wells River.....	T 24
Boston & Maine Railroad to Fabyans.....	T 31
Maine Central Railroad to Portland.....	T 52

Fares same as Route S 109.

Route S 113—

Choice of routes to Montreal (see pages 134 and 135).	
Grand Trunk Railway or R. & O. N. Co.'s Steamer to Quebec.....	T 36
Ferry to Levis.....	T 37
Grand Trunk Railway to Gorham and Portland.....	T 27

Fares:—

Detroit.....	*\$24.70	Toronto.....	\$21.50
Pt. Huron.....	* 24.70	Kingston.....	16.75
London.....	* 24.70	Brockville.....	15.25
Hamilton.....	22.70	Prescott.....	14.85
Niagara Falls.....	22.75	Ottawa.....	14.00
Buffalo.....	22.75	Montreal.....	11.50

To PRESCOTT, Ont.

Route S 114—

Choice of routes to Toronto (see pages 134 and 135).	
Grand Trunk Railway or R. & O. N. Co.'s Steamer to Kingston.....	T 5
Grand Trunk Railway or R. & O. N. Co.'s Steamer to Prescott.....	T 55

Fares:—

Detroit.....	\$13.15	Hamilton.....	\$7.85
Pt. Huron.....	11.65	Niagara Falls.....	8.10
London.....	10.15	Buffalo.....	8.10

To QUEBEC, Que.

Route S 115—

Choice of routes to Montreal (see pages 134 and 135).	
Grand Trunk Railway or R. & O. N. Co.'s Steamer to Quebec.....	T 36

Fares:—

Detroit.....	*\$18.00	Toronto.....	\$13.50
Pt. Huron.....	* 17.90	Kingston.....	8.75
London.....	16.90	Brockville.....	7.25
Hamilton.....	14.20	Prescott.....	6.85
Niagara Falls.....	14.25	Ottawa.....	7.00
Buffalo.....	14.25		

To ST. ANDREWS, N. B.

Route S 116—

Choice of routes to Montreal (see pages 134 and 135).	
Grand Trunk Railway to Portland.....	T 32
International Steamship Co. to St. Andrews.....	T 49

* See foot note on page 140.

To ST. ANDREWS, N. B.—Concluded.

Fares:—

Detroit.....	*\$23.70	Toronto.....	\$20.50
Pt. Huron.....	* 23.70	Kingston.....	17.25
London.....	* 23.70	Brockville.....	15.70
Hamilton.....	21.70	Ottawa.....	15.50
Niagara Falls.	21.75	Montreal.....	12.00
Buffalo.....	21.75	Quebec.....	13.00

To ST. JOHN, N. B.

Route S 117—

Choice of routes to Montreal (see pages 134 and 135).	FORM.
Grand Trunk Railway or R. & O. N. Co.'s Steamer to Quebec.....	T 36
Ferry to Lewis.....	T 37
Intercolonial Railway to St. John.....	T 42

Fares:—

Detroit.....	*\$26.20	†\$24.00	Toronto.....	\$23.00	†\$20.55
Pt. Huron.....	* 26.20	† 24.00	Kingston.....	19.40	
London.....	* 26.20	† 22.85	Brockville.....	17.90	
Hamilton.....	24.20	† 20.55	Prescott.....	17.50	
Niagara Falls.	24.25	† 20.55	Ottawa.....	17.65	
Buffalo.....	24.25	† 20.55	Montreal.....	14.15	

Route S 118—

Choice of routes to Montreal (see pages 134 and 135).	
Grand Trunk Railway to Portland.....	T 32
International S. S. Co. to St. John.....	T 49

Fares:—

Detroit.....	*\$25.20	†\$21.50	Toronto.....	\$22.00	†\$20.55
Pt. Huron.....	* 25.20	† 21.50	Kingston.....	17.25	
London.....	* 25.20	† 21.50	Brockville.....	15.75	
Hamilton.....	23.20	† 20.55	Ottawa.....	15.50	
Niagara Falls.	23.25	† 20.55	Montreal.....	12.00	
Buffalo.....	23.25	† 20.55	Quebec.....	13.00	

Route S 119—

Choice of routes to Montreal (see pages 134 and 135).	
Grand Trunk Railway to Portland.....	T 32
Maine Central Railroad to St. John (to be exchanged).....	T 141

Fares:—

Detroit.....	*\$26.20	†\$24.00	Toronto.....	†\$24.25	†\$20.55
Pt. Huron.....	* 23.20	† 24.00	Kingston.....	21.25	20.55
London.....	* 26.20	† 22.85	Brockville.....	19.75	
Hamilton.....	24.20	† 20.55	Prescott.....	19.35	
Niagara Falls.	24.25	† 20.55	Ottawa.....	19.50	
Buffalo.....	24.25	† 20.55	Montreal.....	16.00	

To SARATOGA, N. Y.

† Route S 120—

Choice of routes to Montreal (see pages 134 and 135).	
Grand Trunk Railway to Rouse's Point.....	T 16
Delaware & Hudson Railroad to Plattsburg or Hotel Champlain..	T 17
Champ. Trans. Co.'s Str. or D. & H. R. R. to Fort Ticonderoga..	T 19
Delaware & Hudson Railroad to Saratoga.....	T 20
	34-33T

* See foot note on page 140.

† Limited to date of sale and two following days, if used via Montreal. Use Form T 2; from Lewis.

‡ All rail, and limited to continuous passage entire journey. On Route S 117, Form T 32 to be issued, reading Montreal to Lewis.

§ All rail to Portland and limited to continuous passage entire journey.

|| Limited to continuous passage east of Montreal; tickets optional rail or steamer from Toronto to Kingston, Prescott and Montreal \$25.75 from Hamilton, Niagara Falls and Buffalo; \$24.50 from Toronto.

To SARATOGA, N. Y.—Continued.

Fares:—

\$20.50	Detroit.....*	\$19.70	Toronto.....	\$16.50
17.25	Pt. Huron.....*	19.70	Kingston.....	11.75
15.70	London.....*	19.70	Brockville.....	10.25
15.50	Hamilton.....	17.70	Ottawa.....	8.30
12.00	Niagara Falls.....	17.75	Montreal.....	6.50
13.00	Buffalo.....	17.75	Quebec.....	9.80

† Route S 121—

Same as Route S 120 to Fort Ticonderoga.

FORM.	Delaware & Hudson Railroad to Baldwin.....	T 20	FORM.
T 36	Lake George Steamboat Co. to Caldwell.....	T 22	or
T 37	Delaware & Hudson Railroad to Saratoga.....	T 21	34-31T
T 42			

Fares:—

\$20.55	Detroit.....*	\$21.20	Toronto.....	\$18.00
	Pt. Huron.....*	21.20	Kingston.....	13.25
	London.....*	21.20	Brockville.....	11.75
	Hamilton.....	19.20	Ottawa.....	9.80
	Niagara Falls.....	19.25	Montreal.....	8.00
	Buffalo.....	19.25	Quebec.....	10.00

† Route S 122—

Choice of routes to Montreal (see pages 134 and 135).

T 32	Grand Trunk Railway to St. Johns.....	T 11	
T 49	Central Vermont Railroad to St. Albans, Burlington.....	T 12	or
	Champ. Trans. Co.'s Steamer to Fort Ticonderoga.....	T 18	31-33T
	Delaware & Hudson Railroad to Saratoga.....	T 20	

Fares same as Route S 120.

† Route S 123—

Same as Route S 120 to Fort Ticonderoga.

	Delaware & Hudson Railroad to Baldwin.....	T 20	
	Lake George Steamboat Co. to Caldwell.....	T 22	or
	Delaware & Hudson Railroad to Saratoga.....	T 21	31-108T

Fares same as Route S 121.

Route S 124—

Choice of routes to Montreal (see pages 134 and 135).

\$20.55	Grand Trunk Railway to St. Johns.....	T 11	
20.55	Central Vermont Railroad to St. Albans, Burlington, Rutland.....	T 61	
	Delaware & Hudson Railroad to Whitehall, Saratoga.....	T 21	

Fares same as Route S 120.

Route S 125—

Choice of routes to Montreal (see pages 134 and 135).

	Grand Trunk Railway to Gorham.....	T 32	
	Milliken's Stage to Glen Site.....	T 160	
	Milliken's Stage to Summit.....	T 39	
	Mount Washington Railway to Base.....	T 41	
	Boston & Maine Railroad to Fabyans.....	T 31	
	Maine Central Railroad to Crawford's.....	T 28	
	Maine Central Railroad to Fabyans.....	T 28	
	Boston & Maine Railroad to Bethlehem Jct.....	T 31	
	Profile & Franconia Notch Railroad to Profile House.....	T 26	
	Profile & Franconia Notch Railroad to Bethlehem Jct.....	T 26	
	Boston & Maine Railroad to Wells River.....	T 31	
	Montpelier & Wells River Railroad to Montpelier.....	T 24	
	Central Vermont Railroad to Burlington.....	T 12	
	Champ. Trans. Co.'s Steamer to Fort Ticonderoga.....	T 18	
	Delaware & Hudson Railroad to Baldwin.....	T 20	
	Lake George Steamboat Co. to Caldwell.....	T 22	
	Delaware & Hudson Railroad to Saratoga.....	T 21	

* See foot note on page 140.

To SARATOGA, N. Y.—*Concluded.*

Fares:—

Detroit.....	*\$42.40	Toronto.....	\$39.20
Pt. Huron.....	* 42.40	Kingston.....	34.45
London.....	* 42.40	Brockville.....	32.95
Hamilton.....	40.40	Ottawa.....	31.70
Niagara Falls.....	40.45	Montreal.....	29.20
Buffalo.....	40.45	Quebec.....	30.30

Route T 126—

Same as Route S 125 to Profile House.	FORM.
Stage to North Woodstock.....	T 79
Boston & Maine Railroad to Wells River.....	T 31
Montpelier & Wells River Railroad to Montpelier.....	T 24
Central Vermont Railroad to Burlington.....	T 12
Champ. Trans. Co.'s Steamer to Fort Ticonderoga.....	T 18
Delaware & Hudson Railroad to Baldwin.....	T 20
Lake George Steamboat Co. to Caldwell.....	T 22
Delaware & Hudson Railroad to Saratoga.....	T 21

Fares:—

Detroit.....	*\$43.65	Toronto.....	\$40.45
Pt. Huron.....	* 43.65	Kingston.....	35.70
London.....	* 43.65	Brockville.....	34.20
Hamilton.....	41.65	Ottawa.....	32.95
Niagara Falls.....	41.70	Montreal.....	30.45
Buffalo.....	41.70	Quebec.....	31.55

To THOUSAND ISLAND TOURIST RESORTS.

Route S 127—

Choice of routes to Toronto (see pages 134 and 135).

Grand Trunk Railway to Thousand Islands Jet.....	T 143
Thousand Islands Railway to Gananoque.....	T 7
Deseronto Navigation Co.'s Steamer to destination.....	T 8

Fares:—

FROM	To			
	Alexandria Bay.	Clayton.	Round Island or Murray Hill Park.	Thousand Island Park.
Detroit ..	\$12.60	\$12.60	\$12.60	\$12.60
Port Huron.....	11 10	11 10	11.10	11 10
London.....	9.15	8 65	8 90	9.00
Hamilton.....	6 85	6 35	6 60	6 70
Niagara Falls.....	6.85	6.35	6 60	6.70
Buffalo.....	6.85	6.35	6 60	6.70
Toronto.....	6.00	6 00	6 60	6.70
Kingston.....	1.00	1 00	1 00	1 00
Montreal (via Gananoque).....	5.40	5 40	5.40	5.40
Quebec (via Gananoque).....	8.90	8 90	8 90	8 90

Route S 128—

Choice of routes to Toronto (see pages 134 and 135)

Grand Trunk Railway to Kingston.....	T 143
Thousand Islands Steamboat Co.'s Steamer to destination.....	T 78
Or St. Lawrence River Steamboat Co. to destination.....	T 146

Fares same as Route S 127

* See foot note on page 140.

† Via Grand Trunk direct, not coming into Montreal. Use Form T 27 from Levis.

To THOUSAND ISLAND TOURIST RESORTS.—Concluded.

Route S 129—

Choice of routes to Toronto (see pages 134 and 135).

Grand Trunk Railway or R. & O. N. Co.'s Steamer to Kingston.....T 5

Richelleu & Ontario Navigation Co.'s Steamer to destination.....T 6

Fares same as Route S 127.

(FROM EASTERN POINTS.)

Route S 130—

Grand Trunk Railway to Thousand Islands Jet.....T 76

Thousand Islands Railway to Gananoque.....T 77

Deseronto Navigation Co. to destination.....T 8

To WHITE MOUNTAIN TOURIST RESORTS.

Fares:—

(SEE ALSO GORHAM, PAGE 150.)

\$39.20
34.45
32.95
31.70
29.20
30.30

FORM.
...T 79
...T 31
...T 24
...T 12
...T 18
...T 20
...T 22
...T 21

\$40.45
35.70
34.20
32.95
30.45
31.55

...T 143
...T 7
...T 8

Thousand
Island
Park.

\$12 60
11 10
9 00
6 70
6 70
6 00
1 00
5 40
8 90

...T 143
...T 78
...T 146

FROM	To						
	Bethlehem.	Crawford's.	Fabyans or Mt. Pleasant.	Glen.	Intervale.	Jefferson & Jefferson Hill (Waubek House).	Jefferson Station and Jefferson Meadows.
Detroit.....	*\$19.50	*\$19.40	*\$19.10	*\$20.70	*\$20.70	*\$19.00	*\$18.85
Port Huron.....	* 19.50	* 19.40	* 19.10	* 20.70	* 20.70	* 19.00	* 18.85
London.....	* 19.50	* 19.40	* 19.10	* 20.70	* 20.70	* 19.00	* 18.85
Hamilton.....	17.50	17.40	17.10	18.70	18.70	17.00	16.85
Niagara Falls.....	17.55	17.45	17.15	18.75	18.75	17.05	16.90
Buffalo.....	17.55	17.45	17.15	18.75	18.75	17.05	16.90
Toronto.....	16.30	16.20	15.90	17.50	17.50	15.80	15.65
Kingston.....	11.55	11.45	11.15	12.75	12.75	11.05	10.90
Brockville.....	10.05	9.95	9.65	11.25	11.25	9.55	9.40
Ottawa.....	9.35	9.25	8.95	10.70	10.85	8.85	8.70
Montreal.....	6.30	6.20	5.90	7.50	7.50	5.80	5.65
Quebec.....	† 7.70	† 7.60	† 7.30	† 8.50	† 8.50	† 7.00	† 6.85

FROM	To								
	Lancaster.	Lisbon via Wells River.	Lisbon and Littleton.	Maplewood.	North Conway.	Profile House.	Sugar Hill.	Twin Mountain.	Whitefield.
Detroit.....	*\$18.85	*\$18.75	*\$18.85	*\$19.35	*\$20.70	*\$19.75	*\$18.85	*\$19.00	*\$18.85
Port Huron.....	* 18.85	* 18.75	* 18.85	* 19.35	* 20.70	* 19.75	* 18.85	* 19.00	* 18.85
London.....	* 18.85	* 18.75	* 18.85	* 19.35	* 20.70	* 19.75	* 18.85	* 19.00	* 18.85
Hamilton.....	16.85	16.75	16.85	17.35	18.70	17.75	16.85	17.00	16.85
Niagara Falls.....	16.90	16.80	16.90	17.40	18.75	17.80	16.90	17.05	16.90
Buffalo.....	16.90	16.80	16.90	17.40	18.75	17.80	16.90	17.05	16.90
Toronto.....	15.65	15.55	15.65	16.15	17.50	16.55	15.65	15.80	15.65
Kingston.....	10.90	10.80	10.90	11.40	12.75	11.80	10.90	11.05	10.90
Brockville.....	9.40	9.30	9.40	9.90	11.25	10.30	9.40	9.55	9.40
Ottawa.....	8.70	8.65	8.70	9.65	10.95	9.60	8.65	8.85	8.70
Montreal.....	5.65	5.55	5.65	6.15	7.50	6.55	5.65	5.80	5.65
Quebec.....	† 6.85	† 7.15	† 7.15	† 7.55	† 8.50	† 7.95	† 7.15	† 7.20	† 6.85

To Bethlehem Junction, fares are 50 cents less than to Bethlehem.

Fares from Montreal and points west for tickets via Quebec will be \$4.00 higher than shown above.

* See foot note on page 140

† Via Grand Trunk Railway direct, not coming into Montreal

from Levis.

To WHITE MOUNTAIN TOURIST RESORTS.—Continued.

Route S 131—

Choice of routes to Montreal (see pages 134 and 135).		
Grand Trunk Railway to Groveton.....	T	32
Boston & Maine R. R. to Bethlehem Jct., Fabyans or Mt. Pleasant, Intervale, Jefferson Meadows, Jefferson (Waumbek House), Lancaster, Lisbon, Littleton, North Conway, Sugar Hill, Twin Mountain, Whitefield (according to fare paid).....	T	136
		FORM.
		X 466

Route S 132—

Choice of routes to Montreal (see pages 134 and 135).		
Grand Trunk Railway to Groveton.....	T	32
Boston & Maine Railroad to Bethlehem Jct.....	T	136
Profile & Franconia Notch Railroad to Bethlehem, Maplewood or Profile House (according to fare paid).....	T	139

Route S 133—

Choice of routes to Montreal (see pages 134 and 135).		
Grand Trunk Railway to Groveton.....	T	32
Boston & Maine Railroad to Fabyans.....	T	136
Maine Central Railroad to Crawford's, Glen, Intervale, Jefferson Station, or North Conway (according to fare paid).....	T	28

Route S 134—

Choice of routes to Montreal (see pages 134 and 135).		
Grand Trunk Railway to North Stratford.....	T	32
Maine Central Railroad to Crawford's, Fabyans, Glen, Intervale, Jefferson Hill (Waumbek House), Jefferson Station, Lancaster, North Conway, Twin Mountain or Whitefield (according to fare paid).....	T	130

Route S 135—

Choice of routes to Montreal (see pages 134 and 135).		
Grand Trunk Railway to North Stratford.....	T	32
Maine Central Railroad to Fabyans.....	T	130
Boston & Maine Railroad to Bethlehem Jct.....	T	31
Profile & Franconia Notch Railroad to Bethlehem, Maplewood or Profile House (according to fare paid).....	T	139

Route S 136—

Choice of routes to Montreal (see pages 134 and 135).		
Grand Trunk Railway to Sherbrooke.....	T	32
Boston & Maine Railroad to Lunenburg.....	T	33
Maine Central Railroad to Crawford's, Fabyans or Mt. Pleasant, Glen, Intervale, Jefferson Hill (Waumbek House), Jefferson Station, Lancaster, North Conway, Twin Mountain or Whitefield (according to fare paid).....	T	28

Route S 137—

Choice of routes to Montreal (see pages 134 and 135).		
Grand Trunk Railway to Sherbrooke.....	T	32
Boston & Maine Railroad to Bethlehem Jct.....	T	33
Profile & Franconia Notch Railroad to Bethlehem, Maplewood or Profile House (according to fare paid).....	T	139

Route S 138—

Choice of routes to Montreal (see pages 134 and 135).		
Grand Trunk Railway to St. Johns.....	T	11
Central Vermont Railroad to Montpelier.....	T	12
Montpelier & Wells River Railroad to Wells River.....	T	24
Boston & Maine Railroad to Bethlehem Junction, Fabyans or Mt. Pleasant, Intervale, Jefferson Meadows, Jefferson (Waumbek House), Lancaster, Lisbon, Littleton, North Conway, Sugar Hill, Twin Mountain or Whitefield (according to fare paid).....	T	25
		or
		X 467

Fares same as above (except from Quebec, which will be \$2.00 higher).

To WHITE MOUNTAIN TOURIST RESORTS.—Concluded.

Route S 139—

Choice of routes to Montreal (see pages 134 and 135).	
Grand Trunk Railway to St. Johns	FORM. T 11
Central Vermont Railroad to Montpelier	T 12
Montpelier & Wells River Railroad to Wells River	T 24
Boston & Maine Railroad to Bethlehem Jct.	T 31
Profile & Franconia Notch Railroad to Bethlehem, Maplewood or Profile House (according to fare paid)	T 139

Fares same as above (except from Quebec, which will be \$2.00 higher).

Route S 140—

Choice of routes to Montreal (see pages 134 and 135).	
Grand Trunk Railway to St. Johns	T 11
Central Vermont Railroad to Montpelier	T 12
Montpelier & Wells River Railroad to Wells River	T 24
Boston & Maine Railroad to Fabyans	T 31
Maine Central Railroad to Crawford's, Glen, Intervale or North Conway (according to fare paid)	T 28

Fares same as above (except from Quebec, which will be \$2.00 higher)



ROUND TRIP TOURS

TO POINTS IN

Muskoka, Georgian Bay, Thousand Islands, Rangeley Lake
District, White Mountains, and Sea Bathing Re-
sorts on Atlantic Ocean Coast and
St. Lawrence River.

ALSO TO

MONTREAL, NIAGARA FALLS, TORONTO,
AND QUEBEC.

To ALBANY, N. Y., and Return.

‡ Route R T 1—

Grand Trunk Railway to Rouse's Point.....	T 16	} or 481 R
Delaware & Hudson Railroad to Albany.....	T 67	
Return same route.		

Fares—

Detroit.....	*\$36.50	Toronto.....	*\$29.00
Pt. Huron.....	* 36.35	Kingston.....	* 21.90
London.....	* 34.10	Brockville.....	* 19.60
Hamilton.....	* 30.80	Ottawa.....	19.00
Niagara Falls.....	* 31.25	Montreal.....	14.00
Buffalo.....	* 32.20	Quebec.....	19.00

‡ Route R T 2—

Grand Trunk Railway to St. Johns.....	T 11	} or 1540 R
Central Vermont Railroad to Rutland.....	T 61	
Bennington & Rutland Railroad to White Creek.....	T 62	
Fitchburg Railroad to Troy.....	T 63	
New York Central & Hudson River Railroad to Albany.....	T 127	
Return same route.		

Fares same as R T 1.

Route R T 3—

R. W.	Grand Trunk Railway to Rouse's Point.....	T 16
	Delaware & Hudson Railroad to Plattsburg or Hotel Champlain.....	T 17
	Champlain Trans. Co.'s Steamer or D. & H. Railroad to Ft. Ticonderoga.....	T 19
	Delaware & Hudson Railroad to Baldwin.....	T 20
	Lake George Steamboat Co. to Caldwell.....	T 22
	Delaware & Hudson Railroad to Albany.....	T 21
	Delaware & Hudson Railroad to Rouse's Point.....	T 67
	Grand Trunk Railway to Montreal.....	T 16

Fares \$1.50 higher than Route R T 1.

* See first foot note on page 171.

To ALBANY, N. Y., and Return.—*Concluded.*

Route R T 4—

Choice of routes to Montreal (see pages 134 and 135).		
Grand Trunk Railway to Rouse's Point.....	T	16
Delaware & Hudson Railroad to Plattsburg or Hotel Champlain.....	T	17
Delaware & Hudson Railroad or Champ. Trans. Co. to Ft. Ticonderoga.....	T	19
Delaware & Hudson Railroad to Baldwin.....	T	20
Lake George Steamboat Co. to Caldwell.....	T	22
Delaware & Hudson Railroad to Saratoga, Albany.....	T	21
West Shore Railroad to Suspension Bridge.....	T	66
Or—N. Y. Central & Hudson River Railroad to Suspension Bridge.....	T	163
Grand Trunk Railway to starting point.....	T	60

Fares:—

Detroit.....	*\$34.45	Toronto.....	†\$25.75
Pt. Huron.....	‡ 32.75	Kingston.....	‡ 25.75
London.....	‡ 29.60	Brockville.....	‡ 25.75
Hamilton.....	‡ 25.75	Ottawa.....	‡ 25.75
Niagara Falls.....	‡ 25.75	Montreal.....	‡ 25.75
Buffalo.....	‡ 25.75	Quebec.....	‡ 30.75

To BAR HARBOR, Me., and Return.

Route R T 5—

Choice of routes to Montreal (see pages 134 and 135).		
Grand Trunk Railway to Portland.....	T	32
Maine Central Railroad to Bar Harbor.....	T	52
Maine Central Railroad to Portland.....	T	52
Grand Trunk Railway to starting point.....	T	74

Fares:—

Detroit.....	*\$41.50	Toronto.....	*\$34.70	|| \$34.00
Pt. Huron.....	* 41.35	Kingston.....	* 27.60	|| 26.90
London.....	* 41.35	Brockville.....	* 25.30	|| 24.60
Hamilton.....	* 36.50	Ottawa.....	* 24.70	|| 24.00
Niagara Falls.....	* 36.95	Montreal.....	* 19.70	|| 19.00
Buffalo.....	* 36.95	Quebec.....	† 23.50	† 21.00

Route R T 6—

Same as Route R T 5 to Portland.		
Maine Central Railroad to Rockland.....	T	52
Portland, Mt. Desert & Machias S. B. Co.'s Steamer to Bar Harbor.....	T	78
Portland, Mt. Desert & Machias S. B. Co.'s Steamer to Rockland.....	T	78
Maine Central Railroad to Portland.....	T	52
Grand Trunk Railway to starting point.....	T	74

* All rail to Montreal. For tickets optional rail or steamer, Prescott to Montreal on eastbound journey add \$1.05 from Prescott; for tickets optional rail or steamer Brockville to Montreal on eastbound journey, add \$1.15 from Brockville; for tickets optional rail or steamer, Kingston to Prescott and Prescott to Montreal, on eastbound journey, add 50c. from Detroit and \$1.60 from Kingston, and for tickets optional rail or steamer, Toronto to Kingston, Kingston to Prescott, and Prescott to Montreal, on eastbound journey, add \$1.30 from Detroit, 20c. from Port Huron, \$2.45 from London (not exceeding Port Huron), \$2.20 from Hamilton, \$1.75 from Niagara Falls or Buffalo when the same rate is shown from both places, or \$1.75 from Niagara Falls and 80c. from Buffalo, when different rates are quoted, and \$3.00 from Toronto.

|| Limited to continuous passage each way.

† Via Grand Trunk Railway direct, not coming into Montreal. Use form T 27 from

Levis.

‡ Tickets may be made optional, rail or steamer, Toronto to Kingston, Kingston to Brockville or Prescott, and Prescott or Brockville to Montreal without extra charge.

To BAR HARBOR, Me., and Return.—Concluded.

Fares:—

Detroit	*\$40.00	Toronto	*\$32.50
Pt. Huron	* 39.85	Kingston	* 25.40
London	* 37.60	Brockville	* 23.10
Hamilton	* 34.30	Ottawa	* 22.50
Niagara Falls	* 34.75	Montreal	* 17.50
Buffalo	* 34.75	Quebec	* 19.50

To BERLIN, N. H., and Return.

(Gateway for Androscoggin or Rangeley Lake Country.)

† Route R T 7—

FORM.

Choice of routes to Montreal (see pages 134 and 135).

Grand Trunk Railway to Berlin.....T 32 }
Grand Trunk Railway to starting point.....T 76 } or 1 R T

Fares:—

Detroit	*\$32.15	Toronto	*\$24.65
Pt. Huron	* 32.00	Kingston	* 17.55
London	* 29.75	Brockville	* 15.25
Hamilton	* 26.45	Ottawa	* 14.65
Niagara Falls	* 26.90	Montreal	* 9.65
Buffalo	* 27.85	Quebec	* 11.50

To BETHEL, Me., or BRYANT'S POND, Me., and Return.

(Gateways for Androscoggin or Rangeley Lake Country.)

† Route R T 8—

Choice of routes to Montreal (see pages 134 and 135).

Grand Trunk Railway to Bethel, or Bryant's Pond.....T 32 }
Grand Trunk Railway to starting point.....T 76 } or 1 R T

Fares:—

Detroit	*\$32.00	Toronto	*\$24.50
Pt. Huron	* 31.85	Kingston	* 17.40
London	* 29.60	Brockville	* 15.10
Hamilton	* 26.30	Ottawa	* 14.50
Niagara Falls	* 26.75	Montreal	* 9.50
Buffalo	* 27.70	Quebec	* 11.50

To BLUFF POINT (HOTEL CHAMPLAIN), N. Y., and Return.

Route R T 9—

Choice of routes to Montreal (see pages 134 and 135).

Grand Trunk Railway to Rouse's Point.....T 16 }
Delaware & Hudson Railroad to Bluff Point.....T 21 }
Delaware & Hudson Railroad to Rouse's Point.....T 21 } 34-22 R
Grand Trunk Railway to starting point.....T 76 }

Fares:—

Detroit	*\$27.05	Toronto	*\$19.55
Pt. Huron	* 26.90	Kingston	* 12.45
London	* 24.65	Brockville	* 10.15
Hamilton	* 21.35	Ottawa	* 9.55
Niagara Falls	* 21.80	Montreal	* 4.55
Buffalo	* 22.75	Quebec	* 9.55

* See first foot note on page 171.

† Via Grand Trunk Railway direct, if used via Montreal limit to date of sale and two following days. Use form T 27 from Lewis.

To BOBCAYGEON, or STURGEON POINT, Ont., and Return.

(STURGEON LAKE—MIDLAND DISTRICT.)

† Route R T 10—

Grand Trunk Railway to Lindsay	T	76	} or 77-3 R
Transfer to Wharf	T	79	
Trent Valley Navigation Co. to Bobcaygeon or Sturgeon Point (according to fare paid)	T	78	
Return same route	T	78	

FORM.

	Bobcay- geon.	Sturgeon Point.		Bobcay- geon.	Sturgeon Point.
Detroit	\$14.45	\$14.45	Toronto	\$ 4.10	\$ 3.60
Pt. Huron	11.95	11.95	Kingston	7.10	6.60
London	9.10	9.10	Brockville	8.95	8.45
Hamilton	5.70	5.45	Ottawa	9.75	9.35
Niagara Falls	7.75	7.75	Montreal	14.20	14.20
Buffalo	8.75	8.75	Quebec	18.75	18.75

FORM.

or 1 R T

To BOSTON, Mass., and Return.

† Route R T 11—

Choice of routes to Montreal (see pages 134 and 135).			} 31 or 62 R
Grand Trunk Railway to St. Johns	T	11	
Central Vermont Railroad to White River Junction	T	84	
Boston & Maine Railroad to Boston	T	184	
Return same route to St. Johns	T	76	
Grand Trunk Railway to starting point	T	76	

Fares:—

Detroit	\$37.55	Toronto	\$27.65
Pt. Huron	35.30	Kingston	19.30
London	32.75	Brockville	17.20
Hamilton	29.45	Ottawa	18.00
Niagara Falls	29.90	Montreal	15.50
Buffalo	29.90	Quebec	18.00

† Route R T 12—

Choice of routes to Montreal (see pages 134 and 135).			} 31 or 38 R
Grand Trunk Railway to St. Johns	T	11	
Central Vermont Railroad to Bellows Falls	T	12	
Fitchburg Railroad to Boston	T	132	
Return same route to St. Johns	T	76	
Grand Trunk Railway to starting point	T	76	

Fares same as Route R T 11.

† Route R T 13—

Choice of routes to Montreal (see pages 134 and 135).			} or 39 R
Grand Trunk Railway to Portland	T	32	
Boston & Maine Railroad to Boston	T	50	
Boston & Maine Railroad to Portland	T	50	
Grand Trunk Railway to starting point	T	74	

* See first foot note on page 171.

§ All rail to Montreal. For tickets optional rail or steamer, Brockville to Montreal on eastbound journey, add \$5.05 from Brockville; for tickets optional rail or steamer, Kingston to Prescott and Prescott to Montreal, on eastbound journey, add 95 cents from Detroit, \$5.70 from Kingston; and for tickets optional rail or steamer, Toronto to Kingston, Kingston to Prescott and Prescott to Montreal, on eastbound journey, add \$1.75 from Detroit, \$2.75 from Port Huron, \$5.30 from London, \$5.05 from Hamilton, \$4.60 from Niagara Falls, \$4.60 from Buffalo, and \$5.85 from Toronto.

sale and

To BOSTON, Mass., and Return.—Continued.

Fares:—

Detroit.....	\$37.55	Toronto.....	\$27.65
Pt. Huron.....	35.30	Kingston.....	19.95
London.....	32.75	Brockville.....	17.20
Hamilton.....	29.45	Ottawa.....	18.00
Niagara Falls.....	29.65	Montreal.....	15.50
Buffalo.....	29.65	Quebec.....	18.00

\$15.00
17.00

‡ Route R T 14—

Choice of routes to Montreal (see pages 134 and 135).

Grand Trunk Railway to Portland.....	T	32	FORM. 1-R
Portland Steamship Co. to Boston.....	T	81	
Portland Steamship Co. to Portland.....	T	81	
Grand Trunk Railway to starting point.....	T	74	

Fares:—

Detroit.....	*\$35.00	Toronto.....	**\$27.50
Pt. Huron.....	* 34.85	Kingston.....	** 19.95
London.....	** 32.60	Brockville.....	** 17.20
Hamilton.....	** 29.30	Ottawa.....	17.50
Niagara Falls.....	** 29.65	Montreal.....	12.50
Buffalo.....	** 29.65	Quebec.....	† 14.50

Route R T 15—

Choice of routes to Montreal (see pages 134 and 135).

R. W.	Grand Trunk Railway to Portland.....	T	32
	Boston & Maine Railroad to Boston.....	T	50
	Boston & Maine Railroad to White River Jet.....	T	184
	Central Vermont Railroad to St. Johns.....	T	84
	Grand Trunk Railway to starting point.....	T	76

Fares:—

Detroit.....	*\$40.50	Toronto.....	**\$33.00
Pt. Huron.....	* 40.35	Kingston.....	** 25.90
London.....	* 38.10	Brockville.....	* 23.60
Hamilton.....	* 34.80	Ottawa.....	23.00
Niagara Falls.....	* 35.25	Montreal.....	18.00
Buffalo.....	* 36.20	Quebec.....	22.00

Route R T 16—

Choice of routes to Montreal (see pages 134 and 135).

R. W.	Grand Trunk Railway to Groveton.....	T	32
	Boston & Maine Railroad to Fabyans.....	T	31
	Boston & Maine Railroad to Boston.....	T	30

Return same as Route R T 11, 12, or 13.

Fares same as Route R T 15.

* See first foot note on page 171.

‡ All rail to Montreal. For tickets optional rail or steamer, Brockville to Montreal on eastbound journey, add \$5.05 from Brockville; for tickets optional rail or steamer, Kingston to Prescott and Prescott to Montreal, on eastbound journey, add 95c. from Detroit, \$5.70 from Kingston; and for tickets optional rail or steamer Toronto to Kingston, Kingston to Prescott, and Prescott to Montreal, on eastbound journey, add \$1.75 from Detroit, \$2.75 from Port Huron, \$5.30 from London, \$5.05 from Hamilton, \$4.85 from Niagara Falls or Buffalo, and \$5.85 from Toronto.

† Via Grand Trunk Railway direct, not coming into Montreal. Use Form T 27 from Lewis.

‡ Limited to continuous passage east of Portland.

** All rail to Montreal. For tickets optional rail or steamer, Brockville to Montreal, on eastbound journey, add \$2.05 from Brockville; for tickets optional rail or steamer, Kingston to Prescott and Prescott to Montreal, on eastbound journey, add \$2.05 from Kingston, and for tickets optional rail or steamer, Toronto to Kingston, Kingston to Prescott, and Prescott to Montreal, on eastbound journey, add \$2.45 from London, \$2.20 from Hamilton, \$1.85 from Niagara Falls or Buffalo, and \$3.00 from Toronto.

To BOSTON, Mass., and Return.—Continued.

Route R T 17—

Choice of routes to Montreal (see pages 134 and 135).	
R. W. Grand Trunk Railway to Groveton	FORM. T 32
Boston & Maine Railroad to Fabyans	T 31
Maine Central Railroad to Portland (or North Conway as desired)	T 28
Boston & Maine Railroad to Boston	T 30
Return same as Route R T 11, 12, or 13.	

Fares same as Route R T 15.

Route R T 18—

Choice of routes to Montreal (see pages 134 and 135).	
R. W. Grand Trunk Railway to North Stratford	T 32
Maine Central Railroad to North Conway (or Portland as desired)	T 130
Boston & Maine Railroad to Boston	T 30
Return same as Route R T 11, 12, or 13.	

Fares same as Route R T 15.

Route R T 19—

Choice of routes to Montreal (see pages 134 and 135).	
R. W. Grand Trunk Railway to St. Johns	T 11
Central Vermont Railroad to Montpelier	T 12
Montpelier & Wells River Railroad to Wells River	T 24
Boston & Maine Railroad to Fabyans	T 31
Maine Central Railroad to North Conway (or Portland, as desired)	T 28
Boston & Maine Railroad to Boston	T 30
Return same as Route R T 11, 12, or 13.	

Fares same as Route R T 15.

Route R T 20—

Choice of routes to Montreal (see pages 134 and 135).	
Grand Trunk Railway to St. Johns	T 11
Central Vermont Railroad to White River Jet	T 84
Boston & Maine Railroad to Boston	T 184
Fitchburg Railroad to Rotterdam	T 166
West Shore Railroad to Suspension Bridge	T 165
Grand Trunk Railway to starting point	T 60

Fares:—

Detroit	\$38.85	Toronto	\$30.15
Pt. Huron	37.15	Kingston	30.15
London	34.00	Brockville	30.15
Hamilton	30.15	Ottawa	30.15
Niagara Falls	30.15	Montreal	30.15
Buffalo	30.15	Quebec	34.15

Route R T 21—

Choice of routes to Montreal (see pages 134 and 135).	
Grand Trunk Railway to Portland	T 32
Boston & Maine Railroad to Boston	T 50
Returning same as Route R T 20.	

Fares same as Route R T 20.

Route R T 22—

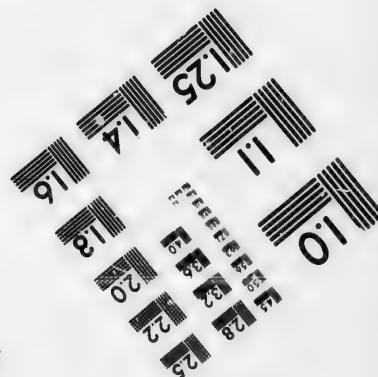
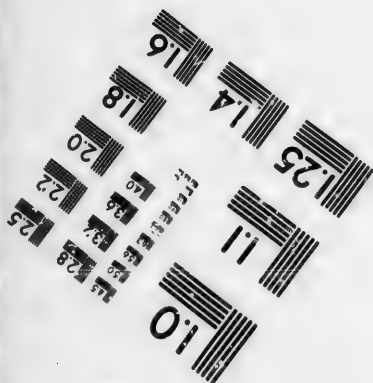
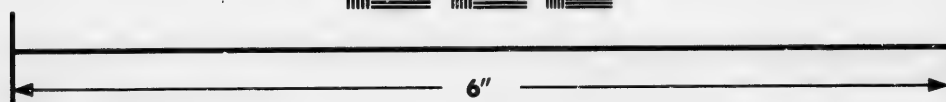
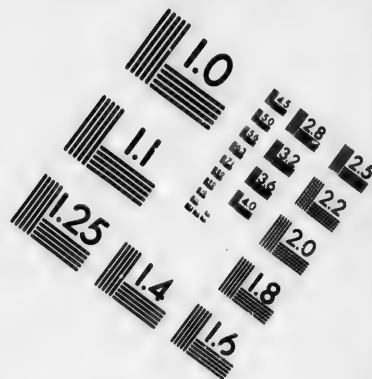
Choice of routes to Montreal (see pages 134 and 135).	
Grand Trunk Railway to St. Johns	T 11
Central Vermont Railroad to Bellows Falls	T 12
Fitchburg Railroad to Boston	T 132
Returning same as Route R T 20.	

Fares same as Route R T 20.

* See first foot note on page 171.

† Tickets may be made optional rail or steamer, Toronto to Kingston, Kingston to Brockville or Prescott, and Brockville or Prescott to Montreal, without extra charge, except from Detroit, which will be 80 cents additional for steamer from Toronto, and 50 cents additional for steamer from Kingston. Ottawa tickets will be all rail only.





Photographic Sciences Corporation

**23 WEST MAIN STREET
WEBSTER, N.Y. 14580
(716) 872-4503**

1.8 2.0 2.2 2.5 2.8 3.2 3.6 4.0 4.5 5.0 5.6 6.3 7.1 8.0 9.0 10.0 11.2 12.5 14.0 16.0 18.0 20.0 22.5 25.0 28.0 31.5 36.0 40.0 45.0 50.0 56.0 63.0 71.0 80.0 90.0 100.0

11 01

To BOSTON, Mass., and Return.—Concluded.**Route R T 23—**

Choice of routes to Montreal (see pages 134 and 135).
 Same as Route R T 16, 17, 18, or 19 to Boston via Fabyans.
 Returning same as Route R T 20.

Fares same as Route R T 20.

To BROCKVILLE, Ont., and Return.**Route R T 24—**

FORM.

Choice of routes to Toronto (see pages 134 and 135).
 Grand Trunk Railway or R. & O. N. Co.'s Steamer to Kingston.....T 5
 Grand Trunk Railway or R. & O. N. Co.'s Steamer to Brockville.....T 57
 Grand Trunk Railway to starting point.....T 78

Fares:—

Detroit.....	\$21.85	Niagara Falls.....	\$12.70
Pt. Huron.....	19.25	Buffalo.....	13.35
London (limited 1 month)....	16.70	Toronto (limited 1 month)....	11.00
Hamilton.....	13.00	Kingston.....	3.40

† Route R T 25—

Grand Trunk Railway to Brockville.....T 76 } or
 Grand Trunk Railway or R. & O. N. Co.'s Steamer to Montreal..T 140 } 2888

Fares:—

Montreal.....	\$6.75	Quebec.....	\$11.75
Montreal (limited 5 days)....	6.25	Quebec (limited 5 days)....	11.25

To BUFFALO, N. Y., and Return.**Route R T 26—**

Choice of routes to Niagara Falls and return (see pages 134 and 135).
 New York Central & Hudson River Railroad to Buffalo and return (two coupons).....T 127
 Or— Erie Railroad to Buffalo and return (two coupons).....T 77

Fares:—

Detroit (limited 1 month)...	\$12.00	Prescott.....	\$14.30
Pt. Huron " " ...	10.20	Ottawa.....	16.20
Toronto " " ...	5.35	Montreal.....	19.90
Kingston.....	11.35	Quebec.....	24.90
Brockville.....	13.65		

To CALEDONIA SPRINGS, Ont., and Return.**† Route R T 27—**

Grand Trunk Railway to Coteau Jct..... }
 Canada Atlantic Railway to Vankleek Hill..... } X 469 R
 Canada Atlantic Railway Stage to Caledonia Springs..... }
 Return same route.

Fares:—

Detroit.....	\$25.00	Toronto.....	\$16.10
Pt. Huron.....	24.95	Kingston.....	9.60
London.....	21.75	Brockville.....	7.00
Hamilton.....	18.10	Prescott.....	6.35
Niagara Falls.....	18.35	Montreal.....	4.00
Buffalo.....	19.35	Quebec.....	9.00

\$ All rail, \$21.45 from Detroit, \$18.95 from Port Huron,

To CHARLOTTETOWN, P. E. I., and Return.

† Route R T 28—

Grand Trunk Railway to Lewis.....	T 32	FORM. or 23-3R
Intercolonial Railway to Point du Chene.....	T 42	
Charlottetown Steam Nav. Co. to Summerside.....	T 43	
Prince Edward Island Railway to Charlottetown.....	T 44	
Return same route.		

Fares:—

Detroit.....	*\$48.45	Toronto.....	*\$40.95
Pt. Huron.....	* 48.30	Kingston.....	* 38.85
London.....	* 45.20	Brockville.....	* 31.55
Hamilton.....	* 41.35	Prescott.....	* 30.95
Niagara Falls.....	* 41.35	Ottawa.....	* 30.95
Buffalo.....	* 41.35	Montreal.....	25.95

† Route R T 29—

Grand Trunk Railway to Lewis.....	T 32	} 467 R
Ferry to Quebec.....	T 37	
Quebec S. S. Co. (on alternate Tuesdays only) to Charlottetown.....	T 53	
Return same route.		

Fares:—

Detroit.....	*\$46.20	Toronto.....	*\$38.70
Port Huron.....	* 46.05	Kingston.....	* 31.60
London.....	* 43.80	Brockville.....	* 29.30
Hamilton.....	* 40.50	Prescott.....	* 28.70
Niagara Falls.....	* 40.95	Ottawa.....	* 28.70
Buffalo.....	* 41.90	Montreal.....	23.70

To CHAUTAUQUA, N. Y., and Return.

† Route R T 30—

Grand Trunk Railway to Suspension Bridge.....	4424 R
N. Y. C. & H. R. R. (86-6 R) or Erie Railroad (85-18 R) to Buffalo...	86-6 R
Western New York & Pennsylvania Railroad to Mayville.....	or
Chautauqua S. B. Co. to Chautauqua.....	85-18 R
Returning same route.	

Fares:—

Detroit.....	\$14.75	Kingston.....	\$14.10
Pt. Huron.....	13.00	Brockville.....	16.40
London.....	9.70	Ottawa.....	18.95
Hamilton.....	6.10	Montreal.....	22.65
Toronto.....	8.10	Quebec.....	27.65

To CHICOUTIMI AND HA! HA! BAY, SAGUENAY RIVER, and Return.

† Route R T 31—

Choice of routes to Montreal (see pages 134 and 135).

Grand Trunk Railway to Lewis.	T 32	} X 351
Ferry to Quebec	T 37	
R. & O. N. Co.'s Steamer to Chicoutimi or Ha! Ha! Bay.....	T 6	
Returning same route.		

Fares:—

Detroit.....	*\$35.50	Toronto.....	*\$28.00
Port Huron.....	* 35.35	Kingston.....	* 20.90
London.....	* 33.10	Brockville.....	* 18.60
Hamilton.....	* 29.80	Prescott.....	* 18.00
Niagara Falls.....	* 30.25	Ottawa.....	* 18.00
Buffalo.....	* 31.20	Montreal.....	13.00

* See foot note on page 171.

† All rail to Montreal. For tickets optional rail or steamer, Toronto to Kingston, Kingston to Prescott, and Prescott to Montreal, from London, \$48.80, from Hamilton, Niagara Falls and Buffalo, \$44.95.

To CHICOUTIMI AND HA! HA! BAY, SAGUENAY RIVER, and Return.—Continued.

Route R T 32—

FORM.

Choice of routes to Montreal (see pages 134 and 135).

Grand Trunk Railway to Levis.....T 76

Ferry to Quebec.....T 37

§ Quebec & Lake St. John Railway to Chicoutimi.....T 112

Returning same route.

Fares:—

Detroit.....	*\$36.50	Toronto.....	*\$29.00
Pt. Huron.....	* 36.35	Kingston.....	* 21.90
London.....	* 34.10	Brockville.....	* 19.80
Hamilton.....	* 30.80	Prescott.....	* 19.00
Niagara Falls.....	* 31.25	Ottawa.....	19.00
Buffalo.....	* 32.20	Montreal.....	14.00

Route R T 33—

Choice of routes to Montreal (see pages 134 and 135)

Grand Trunk Railway to Levis.....T 76

Ferry to Quebec.....T 37

R. W. § Quebec & Lake St. John Railway to Chicoutimi.....T 112

Richelleu & Ontario Nav. Co.'s Steamer to Quebec.....T 6

Grand Trunk Railway or R. & O. N. Co.'s Steamer to Montreal.....T 36

Grand Trunk Railway to starting point.....T 32

Fares:—

Detroit.....	*\$37.50	Toronto.....	*\$30.00
Port Huron.....	* 37.35	Kingston.....	* 22.90
London.....	* 35.10	Brockville.....	* 20.60
Hamilton.....	* 31.80	Prescott.....	* 20.00
Niagara Falls.....	* 32.25	Ottawa.....	20.00
Buffalo.....	* 33.20	Montreal.....	15.00

Route R T 34—

Choice of routes to Montreal (see pages 134 and 135).

Grand Trunk Railway to Levis.....T 76

Intercolonial Railway to Riviere du Loup.....T 46

Richelleu & Ontario Navigation Co. to Chicoutimi.....T 6

Returning same route.

Fares:—

Detroit.....	*\$36.50	Toronto.....	*\$29.00
Port Huron.....	* 36.35	Kingston.....	* 21.90
London.....	* 34.10	Brockville.....	* 19.80
Hamilton.....	* 30.80	Prescott.....	* 19.00
Niagara Falls.....	* 31.25	Ottawa.....	19.00
Buffalo.....	* 32.20	Montreal.....	14.00

Route R T 35—

Choice of routes to Montreal (see pages 134 and 135).

Grand Trunk Railway to Levis.....T 76

Ferry to Quebec.....T 37

Richelleu & Ontario Navigation Co. to Chicoutimi.....T 6

Richelleu & Ontario Navigation Co. to Riviere du Loup.....T 6

Intercolonial Railway to Levis.....T 46

Grand Trunk Railway to starting point.....T 76

Fares:—

Detroit.....	*\$36.90	Toronto.....	*\$29.40
Port Huron.....	* 36.75	Kingston.....	* 22.30
London.....	* 34.50	Brockville.....	* 20.00
Hamilton.....	* 31.20	Prescott.....	19.40
Niagara Falls.....	* 31.65	Ottawa.....	19.40
Buffalo.....	* 32.60	Montreal.....	14.40

* See first foot note on page 171.

§ Includes side trip to Roberval and return, but not transfer at Quebec.

RIVER, and

To CLEVELAND, Ohio, and Return.

Route R T 36—

Same as route R T 26 to Buffalo.

Transfer to W. I.

Cleveland & Buffalo Transit Co. to Cleveland.

Returning same route.

FORM.

T 76
T 37
T 112

T 80
T 178

Fares:—

*\$29.00
* 21.90
* 19.60
* 19.00
19.00
14.00

Hamilton (limited 1 month) \$ 8.05
Toronto " " 8.05
Kingston " " 16.05
Brockville..... 18.35

Prescott..... \$19.00
Ottawa..... 20.90
Montreal..... 24.60
Quebec..... 29.60

Route R T 37—

Same as route R T 26 to Buffalo.

Lake Shore & Michigan Southern Railroad to Cleveland.

Returning same route.

T 77

Fares:—

T 76
T 37
T 112
T 6
T 36
T 32

Hamilton (limited 1 month) \$13.35
Toronto " " 15.35
Kingston " " 21.35
Brockville..... 23.65

Prescott..... \$24.30
Ottawa..... 26.20
Montreal..... 29.90
Quebec..... 34.90

Route R T 38—

Grand Trunk Railway to London or St. Thomas

Lake Erie & Detroit River Railway to Port Stanley

Transfer.....

Cleveland & Port Stanley Line to Cleveland.

Returning same route.

T 76
T 77
T 79
T 78

Fares:—

*\$30.00
* 22.90
* 20.60
* 20.00
20.00
15.00

Hamilton (limited 1 month) \$ 7.65
Toronto " " 8.05
Kingston " " 16.05
Brockville..... 18.35

Prescott..... \$19.00
Ottawa..... 20.90
Montreal..... 24.60
Quebec..... 29.60

To COLLINGWOOD, Ont., and Return.

(See Penetang.)

To DETROIT, Mich., and Return.

Route R T 39—

Grand Trunk Railway to Detroit

Grand Trunk Railway to starting point

1 R T

Fares:—

*\$29.00
* 21.90
* 19.60
* 19.00
19.00
14.00

London... (limited 1 month) \$ 5.70
Hamilton " " 9.50
Niagara Falls " " 12.00
Buffalo " " 12.00
Toronto " " 11.00

Kingston (limited 1 month) \$19.35
Brockville " " 21.45
Ottawa " " 23.85
Montreal " " 25.00
Quebec " " 30.00

T 76
T 37
T 6
T 6
T 46
T 76

Route R T 40—

W. Grand Trunk Railway to Detroit

Steamer to Port Huron

Grand Trunk Railway to starting point

T 58
T 78
T 142

Fares:—

*\$29.40
* 22.30
* 20.00
19.40
19.40
14.40

London... (limited 1 month) \$ 5.70
St. Thomas " " 5.70
Hamilton " " 9.50

Niagara Falls (lim't'd 1 Mo.) \$12.00
Buffalo..... " 12.00
Toronto..... " 11.00

\$ Fares for tickets, optional rail or steamer. Toronto to destination on eastbound journey, will be—from Kingston \$19.50, Brockville \$21.85, Montreal \$26.30, Quebec \$31.30; for tickets optional rail or steamer, Kingston, Brockville or Prescott to destination, on eastbound journey, from Montreal \$25.50, Quebec \$30.50. Such tickets or all rail tickets at same rates will be made valid until Nov. 1st.

bec.

To DIGBY, N. S., and Return.

Route R T 41—

FORM.

Choice of routes to Montreal (see pages 134 and 135).....	T	32
Grand Trunk Railway to Levis.....	T	32
Intercolonial Railway to St. John, N. B.....	T	42
Dominion Atlantic Railway (Prince Rupert) to Digby.....	T	161
Return same route.		

Fares:—

Detroit.....	\$46.00	Toronto.....	\$38.50
Port Huron.....	45.85	Kingston.....	31.40
London.....	42.35	Brockville.....	29.10
Hamilton.....	38.50	Prescott.....	28.50
Niagara Falls.....	38.50	Ottawa.....	28.50
Buffalo.....	38.50	Montreal.....	23.50

To GANANOQUE, Ont., and Return.

Route R T 42—

Grand Trunk Railway to Thousand Islands Jet.....	T	32	} 48-1 R
Thousand Islands Railway to Gananoque.....	T	7	
Return same route.			

Fares:—

Detroit.....	\$20.35	Buffalo.....	\$12.60
Pt. Huron.....	17.85	Toronto.....	9.35
London.....	15.05	Ottawa (limited 1 month)...	6.30
Hamilton.....	11.35	Montreal.....	8.15
Niagara Falls.....	11.60	Quebec.....	14.00

To CARLETON, GASPE, GRAND RIVER, PERCE, NEW CARLISLE, NEW RICHMOND, PASPEBIAC, or PORT DANIEL, Que., and Return.

Route R T 43—

Grand Trunk Railway to Levis.....	T	27	} 5600 R
Intercolonial Railway to Dalhousie.....	T	46	
North American Trans. Co. to destination.....	T	80	
Return same route.			

Fares:—

	Gaspe, Grand River, and Perce.	Carleton.	New Richmond	New Carlisle.	Port Daniel.	Paspe- biac.
Detroit.....	\$43.60	\$39.10	\$40.10	\$42.10	\$43.10	\$42.60
Pt. Huron.....	43.45	38.95	39.95	41.95	42.95	42.45
London.....	41.20	36.70	37.70	39.70	40.70	40.20
Hamilton.....	37.90	33.40	34.40	36.40	37.40	36.90
Niagara Falls.....	38.35	33.85	34.85	36.85	37.85	37.35
Buffalo.....	39.30	34.80	35.80	37.80	38.80	38.30
Toronto.....	36.10	31.60	32.60	34.60	35.60	35.10
Kingston.....	29.00	24.50	25.50	27.50	28.50	28.00
Brockville.....	26.70	22.20	23.20	25.20	26.20	25.70
Prescott.....	26.10	21.60	22.60	24.60	25.60	25.10
Ottawa.....	26.10	21.60	22.60	24.60	25.60	25.10
Montreal.....	21.10	16.60	17.60	19.60	20.60	20.10

* See foot note on page 171.

|| All rail to Montreal. For tickets optional rail or steamer Toronto to Montreal, \$46.05 from London, \$42.50 from Hamilton, Niagara Falls or Buffalo.

To CARLETON, GASPE, PERCE, NEW CARISLE, AND RICHMOND, PASPEBIAC, or PORT DANIEL, Que., and

Return.—Continued.

† Route R T 44—

Grand Trunk Railway to Levis.....	T 27	} 467 R
Ferry to Quebec.....	T 37	
Quebec Steamship Co. (on alternate Tuesdays only) to Gaspé or Perce.....	T 53	
Return same route.....		

Fares:—

	Gaspé.	Perce.		Gaspé.	Perce.
Detroit.....	*\$41.10	*\$41.95	Toronto.....	*\$33.60	*\$34.45
Pt. Huron.....	* 40.95	* 41.80	Kingston.....	* 26.50	* 27.35
London.....	* 38.70	* 39.55	Brockville.....	* 24.20	* 25.05
Hamilton.....	* 35.40	* 36.25	Prescott.....	23.60	24.45
Niagara Falls.....	* 35.85	* 36.70	Ottawa.....	23.60	24.45
Buffalo.....	* 36.80	* 37.65	Montreal.....	18.60	19.45

To GORHAM, N. H., and Return.

(White Mountains.)

† Route R T 45—

Choice of routes to Montreal (see pages 134 and 135).
Grand Trunk Railway to Gorham.....

Grand Trunk Railway to starting point..... } 1RT

Fares:—

Detroit.....	*\$32.00	Toronto.....	*\$24.50
Pt. Huron.....	* 31.85	Kingston.....	* 17.40
London.....	* 29.60	Brockville.....	* 15.10
Hamilton.....	* 28.30	Ottawa.....	14.50
Niagara Falls.....	* 28.75	Montreal.....	9.60
Buffalo.....	* 27.70	Quebec.....	† 11.50

To HA! HA! BAY, SAGUENAY RIVER, Que., and Return. (See Chicoutimi.)

To HALIFAX, N. S., and Return.

† Route R T 46—

Grand Trunk Railway to Levis.....	T 27	or
Intercolonial Railway to Halifax.....	T 42	24-2X
Return same route.....		

Fares:—

Detroit.....	*\$47.50	Toronto.....	*\$40.00
Pt. Huron.....	* 47.35	Kingston.....	* 32.90
London.....	* 45.10	Brockville.....	* 30.60
Hamilton.....	* 41.80	Prescott.....	30.00
Niagara Falls.....	* 42.25	Ottawa.....	30.00
Buffalo.....	* 42.25	Montreal.....	25.00

Route R T 47—

Choice of routes to Montreal (see pages 134 and 135). Grand Trunk Railway or R. & O. N. Co.'s Steamer to Quebec.....	T 36
Ferry to Levis.....	T 37
Intercolonial Railway to Point du Chene.....	T 42
Charlottetown Steam Nav. Co. to Summerside.....	T 43
Prince Edward Island Railway to Charlottetown.....	T 44
Charlottetown Steam Nav. Co. to Pictou.....	T 45
Intercolonial Railway to Halifax.....	T 46
Intercolonial Railway to Levis.....	T 42
Grand Trunk Railway to starting point.....	T 27

* See first foot note on page 171.

† Via Grand Trunk Railway direct, not coming into Montreal.

FORM.

T 32
T 42
T 161

*\$38.50
* 31.40
* 29.10
* 28.50
28.50
23.50

32 } 48-1 R
7 }

\$12.60
9.35
6.30
8.15
14.00

NEW CAR-
PORT

27 } 5600 R
46 }
50 }

Paspe-
biac.

*\$42.60
* 42.45
* 40.20
* 36.90
* 37.85
* 38.30
* 35.10
* 28.00
* 25.70
25.10
25.10
20.10

to to Montreal,

To HALIFAX, N. S., and Return.—Continued.

Fares:—

Detroit.....	*\$53.50	Toronto.....	*\$48.00
Port Huron.....	* 53.55	Kingston.....	* 38.90
London.....	* 51.10	Brockville.....	* 36.60
Hamilton.....	* 47.80	Prescott.....	* 36.00
Niagara Falls.....	* 48.25	Ottawa.....	* 36.00
Buffalo.....	* 48.25	Montreal.....	31.00

Route R T 48—

FORM.

Choice of routes to Montreal (see pages 134 and 135).

Grand Trunk Railway to Levis.....	T 27
Quebec Steamship Co. (on alternate Tuesdays only) to Pictou ...	T 53 467 R
Intercolonial Railway to Halifax	T 46
Return same route.	

Fares:—

Detroit.....	*\$51.95	Toronto.....	*\$44.45
Port Huron.....	* 51.80	Kingston.....	* 37.35
London.....	* 49.55	Brockville.....	* 35.05
Hamilton.....	* 46.25	Prescott.....	* 34.45
Niagara Falls.....	* 46.70	Ottawa.....	* 34.45
Buffalo.....	* 47.65	Montreal.....	29.45

Route R T 49—

Choice of routes to Montreal (see pages 134 and 135).

R. W.	Grand Trunk Railway or R. & O. N. Co.'s Steamer to Quebec.....	T 36
	Ferry to Levis.....	T 37
	Intercolonial Railway to Halifax	T 42
	Intercolonial Railway to Pictou.....	T 46
	Quebec S. S. Co.'s Steamer (fortnightly only) to Quebec.....	T 53
	Ferry to Levis.....	T 37
	Grand Trunk Railway to starting point.....	T 27

Fares:—

Detroit.....	*\$53.90	Toronto.....	*\$46.40
Pt. Huron.....	* 53.75	Kingston.....	* 39.30
London.....	* 51.50	Brockville.....	* 37.00
Hamilton.....	* 48.20	Prescott.....	* 36.40
Niagara Falls.....	* 48.65	Ottawa.....	* 36.40
Buffalo.....	* 49.60	Montreal.....	31.40

Route R T 50—

Choice of routes to Montreal (see pages 134 and 135).

R. W.	Grand Trunk Railway or R. & O. N. Co.'s Steamer to Quebec.....	T 36
	Ferry to Levis.....	T 37
	Intercolonial Railway to Halifax	T 42
	Intercolonial Railway to St. John.....	T 46
	Or, { Dominion Atlantic Railway Halifax to Digby.....	T 161
	{ Dominion Atlantic Railway (Prince Rupert) to St. John.....	T 182
	International Steamship Co. to Boston.....	T 49
	Boston & Maine Railroad to White River Jet	T 35
	Central Vermont Railroad to St. Johns.....	T 184
	Grand Trunk Railway to starting point.....	T 76

Fares:—

Detroit.....	*\$56.00	Toronto.....	*\$48.50
Pt. Huron.....	* 55.85	Kingston.....	* 41.40
London.....	* 53.60	Brockville.....	* 39.10
Hamilton.....	* 50.30	Prescott.....	* 38.50
Niagara Falls.....	* 50.75	Ottawa.....	* 38.50
Buffalo.....	* 51.70	Montreal.....	33.50

Route R T 51—

R. W. Going same as Route R T 50 to Halifax.

R	† Canada Atlantic & Plant S. S. Co. to Boston	T 170
	Returning same as Route R T 50.	

* See first foot note on page 171.

† Includes cabin berth. Meals and staterooms extra.

To HALIFAX, N. S., and Return.—Continued.

Fares:—

\$46.00	Detroit.....	*\$53.50	Toronto.....	*\$46.00
38.90	Pt. Huron.....	* 53.35	Kingston.....	* 38.90
36.60	London.....	* 51.10	Brockville.....	* 36.60
36.00	Hamilton.....	* 47.80	Prescott.....	* 36.00
26.00	Niagara Falls.....	* 48.25	Ottawa.....	36.00
31.00	Buffalo.....	* 49.20	Montreal.....	31.00

FORM.

Route R T 52—

R.W.	Same as Route R T 50 to Halifax and Portland.	
	Grand Trunk Railway to starting point.....	T 74

FORM.

Fares:—

\$44.45	Detroit.....	*\$54.00	Toronto.....	*\$46.50
37.35	Pt. Huron.....	* 53.85	Kingston.....	* 39.40
35.05	London.....	* 51.60	Brockville.....	* 37.10
34.45	Hamilton.....	* 48.30	Ottawa.....	36.50
34.45	Niagara Falls.....	* 48.75	Montreal.....	31.50
29.45	Buffalo.....	* 49.70	Quebec.....	\$ 29.50

Route R T 53—

	Choice of routes to Montreal (see pages 134 and 135).		
	Grand Trunk Railway or R. & O. N. Co.'s Steamer to Quebec.....	T	36
	Ferry to Levis.....	T	37
	Intercolonial Railway to Halifax.....	T	42
	Dominion Atlantic Railway to Yarmouth.....	T	161
	† Yarmouth S. S. Co. to Boston.....	T	171
	Returning same as Route R T 50.		

Fares:—

\$46.40	Detroit.....	*\$55.00	Toronto.....	*\$47.50
39.30	Pt. Huron.....	* 54.85	Kingston.....	* 40.40
37.00	London.....	* 52.60	Brockville.....	* 38.10
36.40	Hamilton.....	* 49.30	Ottawa.....	32.50
36.40	Niagara Falls.....	* 49.75	Montreal.....	32.50
31.40	Buffalo.....	* 50.70	Quebec.....	\$ 32.50

Route R T 54—

	Going same as Route R T 50 to Halifax.		
	Intercolonial Railway to St. John.....	T	46
	Or, { Dominion Atlantic Railway to Digby.....	T	161
	{ Dominion Atlantic Railway (Prince Rupert) to St. John.....	T	182
	International Steamship Co. to Boston.....	T	49
	Fitchburg Railroad to Rotterdam.....	T	15
	West Shore Railroad to Suspension Bridge.....	T	185
	Grand Trunk Railway to starting point.....	T	60

Fares:—

\$48.50	Detroit.....	*\$54.35	Toronto.....	†\$45.65
41.40	Pt. Huron.....	† 52.65	Kingston.....	† 45.65
39.10	London.....	† 49.50	Brockville.....	† 45.65
38.50	Hamilton.....	† 45.65	Ottawa.....	† 45.65
38.50	Niagara Falls.....	† 45.65	Montreal.....	† 45.65
33.50	Buffalo.....	† 45.65	Quebec.....	† 45.65

* See first foot note on page 171.

† Includes cabin berth. Meals and staterooms extra.

‡ Via Intercolonial or Grand Trunk Railway direct, not coming into Montreal.

¶ Tickets may be made optional rail or steamer, Toronto to Kingston, Kingston to Brockville or Prescott, and Brockville or Prescott to Montreal, on eastbound journey, without extra charge.

T 170

To HALIFAX, N. S., and Return.—*Concluded.*

Route R T 55—

FORM.

Going same as Route R T 50 to Halifax.

†Canada Atlantic & Plant S. S. Co. to Boston.....T 170

Returning same as Route R T 54.

Fares:—

Detroit.....	*\$51.85	Toronto.....	†\$43.15
Pt. Huron.....	†50.15	Kingston.....	†43.15
London.....	†47.00	Brockville.....	†43.15
Hamilton.....	†43.15	Ottawa.....	†43.15
Niagara Falls.....	†43.15	Montreal.....	†43.15
Buffalo.....	†43.15	Quebec.....	†43.15

Route R T 56—

Going same as Route R T 50.

Dominion Atlantic Railway to Yarmouth.....T 161

†Yarmouth S. S. Co. to Boston.....T 171

Returning same as Route R T 54.

Fares:—

Detroit.....	*\$52.35	Toronto.....	†\$43.65
Pt. Huron.....	†50.65	Kingston.....	†43.65
London.....	†47.60	Brockville.....	†43.65
Hamilton.....	†43.65	Prescott.....	†43.65
Niagara Falls.....	†43.65	Ottawa.....	†43.65
Buffalo.....	†43.65	Montreal.....	†43.65

To HARWOOD, Ont., and Return.

(Rice Lake.)

† Route R T 57—

Grand Trunk Railway to Harwood..... } 1 RT
 Grand Trunk Railway to starting point..... }

Fares:—

Detroit.....	\$15.75	Toronto.....	\$ 4.75
Pt. Huron.....	13.25	Kingston.....	5.70
London.....	10.45	Brockville.....	8.10
Hamilton.....	7.00	Ottawa.....	11.10
Niagara Falls.....	7.05	Montreal.....	14.00
Buffalo.....	7.95	Quebec.....	19.85

To INTERCOLONIAL RAILWAY TOURIST RESORTS.

(See also Halifax, N. S., pages 181, 182 and 183. St. John, N. B., page 200.)

† Route R T 58—

Grand Trunk Railway to Levis.....T 27 } or
 Intercolonial Railway to destination.....T 42 } 24-2 X
 Returning same route.

* See first foot note on page 171.

† Includes cabin berth. Meals and staterooms extra.

‡ Tickets may be made optional rail or steamer, Toronto to Kingston, Kingston to Brockville or Prescott, and Brockville or Prescott to Montreal, on eastbound journey, without extra charge.

TO INTERCOLONIAL TOURIST RESORTS.—*Concluded.*

Fares:—

FROM	TO					
	Bic. Que.	Cacouna, Que.	Dalhousie, N. B.	Little Metis, Que.	Metapedia, Que.	Moncton, N. B.
Detroit	*\$33.50	*\$31.70	*\$37.00	*\$34.10	*\$36.90	*\$43.50
Port Huron	*33.35	*31.55	*37.45	*33.95	*36.75	*43.35
London	*31.10	*29.30	*35.20	*31.70	*34.50	*39.85
Hamilton	*27.80	*26.00	*31.90	*28.40	*31.20	*36.00
Niagara Falls	*28.25	*26.45	*32.35	*28.85	*31.05	*36.00
Buffalo	*29.25	*27.45	*33.35	*29.85	*32.05	*36.00
Toronto	*26.00	*24.20	*30.10	*26.60	*29.40	*36.00
Kingston	*18.90	*17.10	*23.00	*19.50	*22.30	*28.90
Brockville	*16.60	*14.80	*20.70	*17.20	*20.00	*26.00
Prescott	*16.00	*14.90	*20.10	*16.60	*19.40	*26.00
Ottawa	16.00	14.90	20.10	16.60	19.40	26.00
Montreal	11.00	9.29	15.10	11.60	14.40	21.00

FROM	TO						
	Mulgrave, N. S.	Pictou, N. S.	Pointe du Chene, N. B.	Riviere du Loup, Que.	North Syd- ney, Sydney, C. B.	Truro, N. S.	Shediac, N. B.
Detroit.....	*\$48.75	*\$47.50	*\$44.00	*\$31.50	*\$50.00	*\$47.50	*\$44.00
Port Huron.....	*48.60	*47.35	*43.85	*31.35	*49.85	*47.35	*43.85
London.....	*46.35	*45.10	*40.75	*29.10	*47.60	*45.00	*40.75
Hamilton.....	*43.05	*41.80	*36.90	*25.80	*44.30	*41.75	*36.90
Niagara Falls.....	*43.50	*42.25	*36.90	*26.25	*44.75	*41.75	*36.90
Buffalo.....	*43.50	*42.25	*36.90	*27.25	*44.75	*41.75	*36.90
Toronto.....	*41.25	*40.00	*36.50	*24.00	*42.50	*40.00	*36.50
Kingston.....	*34.15	*32.90	*29.40	*16.90	*35.40	*32.90	*29.40
Brockville.....	*31.85	*30.60	*27.10	*14.60	*33.10	*30.60	*27.10
Prescott.....	*31.25	*30.00	*26.50	*14.00	*32.50	*30.00	*26.50
Ottawa.....	*31.25	*30.00	*26.50	*14.00	*32.50	*30.00	*26.50
Montreal.....	*26.25	*25.00	*21.50	*9.00	*27.50	*25.00	*21.50

TO KINGSTON, Ont., and Return.

Route R T 59—

Choice of routes to Toronto (see pages 134 and 135).

Grand Trunk Railway or R. & O. N. Co.'s Steamer to Kingston.....T 5

Grand Trunk Railway to starting point.....T 78

Fares:—

Detroit	\$19.50	Niagara Falls	\$10.35
Pt. Huron	17.00	Buffalo	10.35
London (limited 1 month) ..	14.20	Toronto (limited 1 month) ..	8.50
Hamilton	10.35		

* See first foot note on page 171.

† All rail. For tickets optional rail or steamer, Toronto to Montreal, on eastbound journey, fares will be: From London, \$43.55; Hamilton, Niagara Falls or Buffalo, \$40.00.

PORTS.

, page 200.)

27 } or
42 } 24-2 X

n, Kingston to
ound journey,

To KINGSTON, Ont., and Return.—Concluded.

Route R T 60—

FORM.

Grand Trunk Railway to Kingston.....T 76
 Grand Trunk Railway or R. & O. N. Co.'s Steamer to Brockville (T 57), Prescott (T 55), or Montreal (T 55 and T 56).

Fares:—

Brookville	\$3.40	Montreal	\$ 9.50
Prescott	3.80	Quebec	14.60

To KINGSVILLE, Ont., and Return.

("The Mettawas.")

Route R T 61—

Grand Trunk Railway to Walkerville.....T 76
 Lake Erie & Detroit River Railway to Kingsville.....T 77 } 5424 R
 Return same route.

Fares:—

London	\$ 5.60	Kingston	\$19.35
Hamilton	9.45	Brockville	21.45
Niagara Falls	11.80	Ottawa	24.00
Buffalo	12.00	Montreal	25.75
Toronto	11.00	Quebec	30.75

To MIDLAND, Que., and Return.

See Penetang.

To MONTREAL, Que., and Return.

Route R T 62—

Choice of routes to Toronto (see pages 134 and 135).

Grand Trunk Railway to Brockville.....T 143
 Grand Trunk Railway or R. & O. N. Co.'s Steamer to Montreal.....T 140
 Grand Trunk Railway to starting point.....T 32

Fares:—

Detroit	\$25.50	Buffalo	\$19.00
Pt. Huron	25.05	Toronto	18.00
London	22.85	Kingston	9.50
Hamilton	19.00	Brockville	6.75
Niagara Falls	19.00	Brockville (limited 5 days) ..	6.25

Route R T 63—

Choice of routes to Toronto (see pages 134 and 135).

Grand Trunk Railway to Prescott.....T 143
 Grand Trunk Railway or R. & O. N. Co.'s Steamer to Montreal.....T 56
 Grand Trunk Railway to starting point.....T 32

Fares:—

Detroit	\$25.50	Toronto	\$18.00
Pt. Huron	25.05	Kingston	9.50
London	22.85	Prescott	6.05
Hamilton	19.00	Prescott (limited 5 days) ..	5.60
Niagara Falls	19.00	Ogdensburg	6.05
Buffalo	19.00	Ogdensburg (limited 5 days)†	5.60

‡ Optional rail or steamer between Quebec and Montreal.

† Use T 78 Ogdensburg to Prescott, T 80 Prescott Station to Wharf, and T 78 Prescott to Ogdensburg.

To MONTREAL, Que., and Return.—*Concluded.*

† Route R T 64—

Choice of routes to Toronto (see pages 134 and 135).

Grand Trunk Railway to Kingston.....	T	143	FORM.
Grand Trunk Railway or R. & O. N. Co.'s Steamer to Prescott.....	T	55	} or X 71
Grand Trunk Railway or R. & O. N. Co.'s Steamer to Montreal.....	T	56	
Grand Trunk Railway to starting point.....	T	32	

Fares:—

Detroit.....	\$25.50	Niagara Falls.....	\$19.00
Pt. Huron.....	25.05	Buffalo.....	19.00
London.....	22.85	Toronto.....	18.00
Hamilton.....	19.00	Kingston.....	9.50

† Route R T 65—

Choice of routes to Toronto (see pages 134 and 135).

Grand Trunk Railway or R. & O. N. Co.'s Steamer to Kingston.....	T	5	} or X 309 R
Grand Trunk Railway or R. & O. N. Co.'s Steamer to Prescott.....	T	55	
Grand Trunk Railway or R. & O. N. Co.'s Steamer to Montreal.....	T	56	
Grand Trunk Railway to starting point.....	T	32	

Fares:—

Detroit.....	\$26.30	Niagara Falls.....	\$19.00
Pt. Huron.....	25.05	Buffalo.....	19.00
London.....	22.85	Toronto.....	18.00
Hamilton.....	19.00		

Route R T 66—

R. W. Grand Trunk Railway or R. & O. N. Co.'s Steamer to Montreal.....	T	36
Grand Trunk Railway to Levis.....	T	27
R. Ferry to Quebec.....	T	37

Fare:—

Quebec.....	\$5.85.
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To MOUNT WASHINGTON (SUMMIT) and Return.

See Summit Mt. Washington.

To MURRAY BAY, Que., and Return.

† Route R T 67—

Grand Trunk Railway to Levis.....	T	27	} 1 R T and X 351
Ferry to Quebec.....	T	37	
R. & O. N. Co.'s Steamer to Murray Bay.....	T	6	
Returning same route.....			

Fares:—

Detroit.....	*\$31.50	Toronto.....	*\$24.00
Pt. Huron.....	* 31.35	Kingston.....	* 16.90
London.....	* 29.10	Brockville.....	* 14.60
Hamilton.....	* 25.80	Prescott.....	* 14.00
Niagara Falls.....	* 26.25	Ottawa.....	14.00
Buffalo.....	* 27.20	Montreal.....	9.00

* See first foot note on page 171.

To MUSKOKA, LAKE OF BAYS and MAGNETAWAN DISTRICT and Return.

(See Map at end of Book.)

Tickets will be sold in the Province of Ontario until October 31st.

† Route R T 68—

Grand Trunk Railway to destination via Toronto and return.....1 R T

Fares:—

From	To					
	Burke Falls	Graven- hurst	Hunts- ville	Severn	South River	Sum- mit- ridge
Detroit.....	\$14.40	\$12.00	\$13.40	\$11.55	\$15.15	\$14.95
Port Huron.....	12.40	10.00	11.40	9.55	13.15	12.95
London.....	10.00	7.60	9.00	7.15	10.75	10.55
Hamilton.....	8.95	6.55	7.95	6.10	9.70	9.50
Niagara Falls.....	8.80	6.40	7.80	5.95	9.55	9.35
Buffalo.....	9.80	7.40	8.80	6.95	10.55	10.35
Toronto.....	6.95	4.55	5.95	4.10	7.70	7.50
Kingston.....	13.60	11.20	12.60	10.75	14.35	14.15
Brockville.....	15.30	12.90	14.30	12.40	16.00	15.80
Prescott.....	15.80	13.40	14.80	12.95	16.55	16.35
Ottawa.....	16.75	14.35	15.75	13.80	17.40	17.20
Montreal.....	18.75	16.35	17.75	15.80	19.40	19.20
Quebec.....	21.75	19.35	20.75	18.80	22.40	22.20

† Route R T 69—

Grand Trunk Railway to Gravenhurst via Toronto.....T 76 } or
Muskoka Nav. Co. to destination.....T 114 } 5062 R
Returning same route.

Fares:—

From	To							
	All Round the Lakes	Bala	Beaumaris	Brace- bridge	Port Car- ling	Port Cock- burn	Port Sand- field	Rosseau
Detroit.....	\$14.50	\$13.00	\$12.75	†\$12.50	\$13.00	\$14.00	\$13.25	\$13.75
Port Huron.....	12.50	11.00	10.75	†10.50	11.00	12.00	11.25	11.75
London.....	10.55	8.80	8.55	†8.30	8.80	10.05	9.30	9.55
Hamilton.....	7.55	5.75	5.50	†5.25	5.75	7.00	6.25	6.50
Niagara Falls.....	8.90	7.40	7.20	†6.95	7.45	8.40	7.70	8.15
Buffalo.....	9.90	8.40	8.20	†7.95	8.45	9.40	8.70	9.15
Toronto.....	7.50	5.75	5.50	†5.25	5.75	7.00	6.25	6.50
Kingston.....	14.15	12.40	12.15	†11.90	12.40	13.65	12.90	13.15
Brockville.....	15.85	14.10	13.85	†13.60	14.10	15.35	14.60	14.85
Prescott.....	13.35	14.60	14.35	†14.10	14.60	15.85	15.10	15.35
Ottawa.....	17.90	16.15	15.90	†15.65	16.15	17.40	16.65	16.90
Montreal.....	19.70	17.95	17.70	†17.45	17.95	19.20	18.45	18.70
Quebec.....	24.70	22.95	22.70	†23.45	23.95	24.20	23.45	23.70

† Tickets valid on either rail or steamer between Gravenhurst and Bracebridge.

TO MUSKOKA, LAKE OF BAYS and MAGNETAWAN DISTRICT and Return.—*Concluded.*

Route R T 70—

FORM.

Grand Trunk Railway to Huntsville.....	T 76	} or 6250 R
Marsh's Huntsville & Lake of Bays Line to Hillside, Grassmere, Dwight, Coleridge, Dorset or Baysville (according to fare paid)	T 76	
Returning same route.....	T 76	

Fares:—

	Baysville, Dorset or Coleridge.	Dwight.	Grassmere or Hillside.		Baysville, Dorset or Coleridge.	Dwight.	Grassmere or Hillside.
Detroit	\$14.90	\$14.45	\$13.90	Kingston....	\$14.10	\$13.60	\$13.10
Pt. Huron....	12.90	12.40	11.90	Brockville...	15.90	15.30	14.80
London	10.50	10.00	9.50	Prescott.....	16.30	15.80	15.30
Hamilton....	7.45	6.95	6.45	Ottawa	17.85	17.35	16.85
Niagara Falls	9.30	8.80	8.30	Montreal....	18.25	17.75	17.25
Buffalo	10.30	9.80	9.30	Quebec.....	23.25	22.75	22.25
Toronto	7.45	6.95	6.45				

Route R T 71—

Grand Trunk Railway to Burk's Falls.....	T 76	} or 110-2 R
Muskoka Nav. Co. to Ahme Harbor	T 78	
Returning same route.....		

Fares:—

Detroit	\$16.35	Toronto	\$ 8.90
Pt. Huron	14.35	Kingston.....	15.55
London	11.95	Brockville....	17.25
Hamilton.....	8.90	Ottawa	18.70
Niagara Falls..	10.75	Montreal.....	18.70
Buffalo	11.75	Quebec.....	23.70

To Magnetawan 70 cents less, to Port Anson 45 cents less than fares to Ahme Harbor.

TO NEW YORK, N. Y., and Return.

Route R T 72—

Choice of routes to Montreal (see pages 134 and 135).....	
Grand Trunk Railway to Rouse's Point.....	T 16
Delaware & Hudson Railroad to Albany.....	T 67
New York Central & Hudson River Railroad to New York.....	T 65
Returning same route to Rouse's Point.....	
Grand Trunk Railway to starting point.....	T 76

Fares:—

Detroit	*\$40.75	Kingston.....	*\$26.15
Pt. Huron	* 40.60	Brockville....	* 23.85
London	* 38.35	Prescott.....	* 23.25
Hamilton.....	* 35.05	Ottawa	20.50
Niagara Falls..	* 35.50	Montreal.....	18.25
Buffalo	* 36.45	Quebec.....	23.00
Toronto	* 33.25		

Route R T 73—

Choice of routes to Montreal (see pages 134 and 135).....	
Grand Trunk Railway to St. Johns.....	T 11
Central Vermont Railroad to Rutland.....	T 61
Bennington & Rutland Railroad to White Creek.....	T 62
Fitchburg Railroad to Troy.....	T 63
New York Central & Hudson River Railroad to New York.....	T 64
Returning same route to St. Johns.....	
Grand Trunk Railway to starting point.....	T 76

Fares same as Route R T 72.

* See first foot note on page 171.

To NEW YORK, N. Y., and Return.—Continued.

Route R T 74—

Choice of routes to Montreal (see pages 134 and 135).	FORM.
Grand Trunk Railway to St. Johns.....	T 11
Central Vermont Railroad to Windsor.....	T 12
Boston & Maine Railroad to Brattleboro.....	T 31
Central Vermont Railroad to South Vernon.....	T 12
Boston & Maine Railroad to Springfield.....	T 31
New York, New Haven & Hartford Railroad to New York.....	T 134
Returning same route to St. Johns.....	T
Grand Trunk Railway to starting point.....	T 76

Fares same as Route R T 72.

Route R T 75—

Choice of routes to Montreal (see pages 134 and 135).	
Grand Trunk Railway to St. Johns.....	T 11
Central Vermont Railroad to Windsor.....	T 12
Boston & Maine Railroad to Brattleboro.....	T 31
Central Vermont Railroad to New London.....	T 12
Norwich & New York Trans. Co. to New York.....	T 78
Returning same route to St. Johns.....	T
Grand Trunk Railway to starting point.....	T 76

Fares \$1.00 lower than Route R T 72.

Route R T 76—

Choice of routes to Montreal (see pages 134 and 135).	
Grand Trunk Railway to Portland.....	T 74
†Maine Steamship Co. to New York.....	T 172
†Maine Steamship Co. to Portland.....	T 172
Grand Trunk Railway to starting point.....	T 74

Fares 25 cents higher than Route R T 72.

†Route R T 77—

Same as Route R T 74 to New York.	
New York Central & Hudson River Railroad to Troy.....	T 64
Fitchburg Railroad to White Creek.....	T 63
Bennington & Rutland Railroad to Rutland.....	T 62
Central Vermont Railroad to St. Johns.....	T 61
Grand Trunk Railway to starting point.....	T 76

Fares same as Route R T 72.

Route R T 78—

Choice of routes to Montreal (see pages 134 and 135).	
Grand Trunk Railway to Rouse's Point.....	T 16
Delaware & Hudson Railroad to Plattsburg or Hotel Champlain.....	T 17
D. & H. Railroad or Champ. Trans. Co.'s Str. to Fort Ticonderoga.....	T 19
Delaware & Hudson Railroad to Baldwin.....	T 20
Lake George Steamboat Co. to Caldwell.....	T 22
Delaware & Hudson Railroad to Albany.....	T 21
Day Line Steamer to New York.....	T 72
New York Central & Hudson River Railroad to Albany.....	T 65
Delaware & Hudson Railroad to Rouse's Point.....	T 67
Grand Trunk Railway to starting point.....	T 76

Fares:—

Detroit.....	*\$43.00	Toronto.....	*\$35.50
Pt. Huron.....	* 42.85	Kingston.....	* 28.40
London.....	* 40.60	Brockville.....	* 28.10
Hamilton.....	* 37.30	Ottawa.....	25.50
Niagara Falls.....	* 37.75	Montreal.....	20.50
Buffalo.....	* 38.70	Quebec.....	24.50

* See first foot note on page 140.

† Includes berth in stateroom. Meals 75 cents each, extra.

To NEW YORK, N. Y., and Return.—*Concluded.*

Route R T 79—

Choice of Routes R T 11, 12 and 13 to Boston.
Choice of Sound Steamer Lines to New York.....T 126, T 128, or T 129
Returning to Montreal same as Routes R T 74, 77 or 78.

Fares:—

Detroit.....	*\$45.50	Toronto.....	*\$38.00
Pt. Huron.....	* 45.35	Kingston.....	* 30.90
London.....	* 43.10	Brockville.....	* 28.60
Hamilton.....	* 39.80	Ottawa.....	28.00
Niagara Falls.....	* 40.25	Montreal.....	28.00
Buffalo.....	* 41.20	Quebec.....	† 25.00

Route R T 80—

Choice of routes to Montreal (see pages 134 and 135).
Grand Trunk Railway to Portland.....T 32
§ Maine S. S. Co. to New York.....T 172
Choice of routes R T 74, 77 or 78 returning.

Fares:—

Detroit.....	*\$45.00	Toronto.....	*\$37.50
Pt. Huron.....	* 44.85	Kingston.....	* 30.40
London.....	* 42.80	Brockville.....	* 28.10
Hamilton.....	* 39.30	Ottawa.....	27.50
Niagara Falls.....	* 39.75	Montreal.....	27.50
Buffalo.....	* 40.70	Quebec.....	† 25.50

Route R T 81—

Choice of Routes R T 72, R T 73 and R T 74, going.
New York Central & Hudson River Railroad to Suspension Bridge.....T 162
Grand Trunk Railway to starting point.....T 60

Fares:—

Detroit.....	‡\$37.70	Toronto.....	‡\$29.00
Pt. Huron.....	‡ 36.20	Kingston.....	‡ 29.00
London.....	‡ 32.85	Brockville.....	‡ 29.00
Hamilton.....	‡ 29.00	Ottawa.....	29.00
Niagara Falls.....	‡ 29.00	Montreal.....	‡ 29.00
Buffalo.....	‡ 29.00	Quebec.....	‡ 33.00

Fares will be 50 cents less if passengers desire to travel via Lehigh Valley R. R., West Shore R. R., Erie R. R., or Delaware, Lackawanna & Western R. R., and \$1.00 less if via New York, Ontario & Western Ry., instead of New York Central. If passenger wishes to take Day Line to Albany and thence rail, fares will be 35 cents less than shown, and if People's Line to Albany or Citizen's Line to Troy and thence rail, fares will be 85 cents less than shown.

To NIAGARA FALLS and Return.

† Route R T 82—

Grand Trunk Railway to Niagara Falls, Ont., or Suspension Bridge, N. Y. 1 R T
Returning same route.

* See first foot note on page 171.

† Going via Grand Trunk Ry. direct, not coming into Montreal.

§ Includes berth in stateroom. Meals 75 cents each, extra.

‡ All rail. Tickets may be made optional on eastbound journey as above on payment of 80 cents extra.

¶ Tickets may be made optional rail or steamer, Toronto to Kingston, Kingston to Prescott or Brockville, and Brockville or Prescott to Montreal, on eastbound journey, without extra charge. Ottawa tickets will be all rail only.

To NIAGARA FALLS and Return.—Continued.

Fares:—

Detroit (limited 1 month)...	\$12.00	Prescott.....	\$13.35
Pt. Huron	9.35	Ottawa.....	15.25
Toronto	4.35	Montreal.....	19.00
Kingston	10.60	Quebec.....	24.00
Brockville.....	12.70		

Route R T 83—

FORM.

Grand Trunk Railway to Niagara Falls, Ont.....	T 60	or	
Grand Trunk Railway to Toronto.....	T 143	X	273
Grand Trunk Railway or R. & O. N. Co.'s Steamer to Kingston (T 5), Prescott (T 53), Montreal (T 56), and Quebec (T 36).			
Or—Grand Trunk Railway or R. & O. N. Co.'s Steamer to Kingston (T 5), Brockville (T 57), Montreal (T 140), and Quebec (T 36).			

Fares:—

Kingston	\$10.75	Montreal.....	\$19.00
Brockville.....	13.25	Quebec.....	24.00
Prescott.....	13.35		

Route R T 84—

R. W.	Grand Trunk Railway to Niagara Falls, Ont., or Suspension Bridge, N. Y.	T 60
	Grand Trunk Railway to Port Dalhousie	T 3
	Niagara Falls Line Steamer to Toronto	T 4
R.	Grand Trunk Railway to starting point	T 143

Fares:—

Kingston.....	\$10.60	Ottawa.....	\$15.25
Brockville	12.70	Montreal.....	19.00
Prescott	13.35	Quebec.....	24.00

Route R T 85—

Same as Route R T 84 to Niagara Falls or Suspension Bridge and back to Toronto.
 Grand Trunk Railway or R. & O. N. Co.'s Steamer to Kingston (T 5), Prescott (T 53), Montreal (T 56), and Quebec (T 36).
 Or—Grand Trunk Railway or R. & O. N. Co.'s Steamer to Kingston (T 5), Brockville (T 57), Montreal (T 140), and Quebec (T 36).

Fares same as Route R T 83.

Route R T 86—

R. W.	Grand Trunk Railway to Suspension Bridge, N. Y.....	T 60
	New York Central & Hudson River Railroad to Lewiston	T 127
R.	Niagara River Line (Niag. Nav. Co.) to Toronto.....	T 10
	Grand Trunk Railway to starting point.....	T 143

Fares same as Route R T 84.

Route R T 87—

Same as Route R T 86 to Suspension Bridge and Toronto.
 Grand Trunk Railway or R. & O. N. Co.'s Steamer to Kingston (T 5), Prescott (T 53), Montreal (T 56), and Quebec (T 36).
 Or—Grand Trunk Railway or R. & O. N. Co.'s Steamer to Kingston (T 5), Brockville (T 57), Montreal (T 140), and Quebec (T 36).

Fares same as Route R T 83.

Route R T 88—

R. W.	Grand Trunk Railway to Suspension Bridge, N. Y.....	T 60
	Niagara Falls & Lewiston Railroad (the Great Gorge route) to Lewiston..	T 77
R.	Niagara River Line (N. N. Co.) to Toronto.....	T 10
	Grand Trunk Railway to starting point.....	T 143

Fares same as Route R T 84.

† Due notice will be given of the date of opening.

To NIAGARA FALLS and Return.—Continued.

Route R T 89—

Same as Route R T 88 to Suspension Bridge and Toronto.
Grand Trunk Railway or R. & O. N. Co.'s Steamer to Kingston (T 5), Prescott (T 55), Montreal (T 56), and Quebec (T 36).
Or—Grand Trunk Railway or R. & O. N. Co.'s Steamer to Kingston (T 5), Brockville (T 57), Montreal (T 145), and Quebec (T 36).

Fares same as Route R T 83.

Route R T 90—

Grand Trunk Railway to Niagara Falls, Ont. T 60
Niagara Falls Park & River Railway to Queenston T 150
Niagara River Line (N. N. Co.) to Toronto T 157
Grand Trunk Railway to starting point T 143

Fares same as Route R T 84.

Route R T 91—

Same as Route R T 90 to Niagara Falls and Toronto.
Grand Trunk Railway or R. & O. N. Co.'s Steamer to Kingston (T 5), Prescott (T 55), Montreal (T 56), and Quebec (T 36).
Or—Grand Trunk Railway or R. & O. N. Co.'s Steamer to Kingston (T 5), Brockville (T 57), Montreal (T 140), and Quebec (T 36).

Fares same as Route R T 83.

Route R T 92—

Grand Trunk Railway to Toronto T 143
Niagara Falls Line Steamer to Port Dalhousie T 4
Grand Trunk Railway to Niagara Falls T 3
Returning same route.

Fares same as Route R T 84.

Route R T 93—

Grand Trunk Railway to Toronto T 143
Niagara Falls Line Steamer to Port Dalhousie T 4
Grand Trunk Railway to Niagara Falls T 3
Returning same route to Toronto.
Grand Trunk Railway or R. & O. N. Co.'s Steamer to Kingston (T 5), Prescott (T 55), Montreal (T 56), and Quebec (T 36).
Or—Grand Trunk Railway or R. & O. N. Co.'s Steamer to Kingston (T 5), Brockville (T 57), Montreal (T 140), and Quebec (T 36).

Fares same as Route R T 83.

Route R T 94—

Grand Trunk Railway to Toronto T 143
Niagara River Line (N. N. Co.) to Lewiston T 10
New York Central & Hudson River Railroad to Niagara Falls, N. Y. T 9
Returning same route.

Fares same as Route R T 84.

Route R T 95—

Grand Trunk Railway to Toronto T 143
Niagara River Line (N. N. Co.) to Lewiston T 10
New York Central & Hudson River Railroad to Niagara Falls, N. Y. T 9
Returning same route to Toronto.
Grand Trunk Railway or R. & O. N. Co.'s Steamer to Kingston (T 5), Prescott (T 55), Montreal (T 56), and Quebec (T 36).
Or—Grand Trunk Railway or R. & O. N. Co.'s Steamer to Kingston (T 5), Brockville (T 57), Montreal (T 140), and Quebec (T 36).

Fares same as Route R T 83.

To NIAGARA FALLS and Return.—*Concluded.*

Route R T 96—

Grand Trunk Railway to Toronto.....	T	143
Niagara River Line (N. N. Co.) to Queenston.....	T	157
Niagara Falls Park & River Railway to Niagara Falls, Ont.....	T	158
Returning same route.		

Fares same as Route R T 84.

Route R T 97—

Grand Trunk Railway to Toronto.....	T	143
Niagara River Line (N. N. Co.) to Queenston.....	T	157
Niagara Falls Park & River Railway to Niagara Falls, Ont.....	T	158
Grand Trunk Railway or R. & O. N. Co.'s Steamer to Kingston (T 5), Prescott (T 55), Montreal (T 56), and Quebec (T 36).		
Or—Grand Trunk Railway or R. & O. N. Co.'s Steamer to Kingston (T 5), Brockville (T 57), Montreal (T 140), and Quebec (T 36).		

Fares same as Route R T 83.

Route R T 98—

Grand Trunk Railway to Toronto.....	T	143
Niagara River Line (N. N. Co.) to Lewiston.....	T	10
*Niagara Falls & Lewiston Railroad to Niagara Falls, N. Y.....	T	77
Returning same route to Toronto.		
Grand Trunk Railway to starting point.....	T	143

Fares same as Route R T 84.

Route R T 99—

Grand Trunk Railway to Toronto.....	T	143
Niagara River Line (N. N. Co.) to Lewiston.....	T	10
*Niagara Falls & Lewiston Railroad to Niagara Falls, N. Y.....	T	77
Returning same route to Toronto.		
Grand Trunk Railway or R. & O. N. Co.'s Steamer to Kingston (T 5), Prescott (T 55), Montreal (T 56), and Quebec (T 36).		
Or—Grand Trunk Railway or R. & O. N. Co.'s Steamer to Kingston (T 5), Brockville (T 57), Montreal (T 140), and Quebec (T 36).		

Fares same as Route R T 83.

To NIAGARA-ON-THE LAKE, Ont., and Return.

‡ Route R T 100—

Grand Trunk Railway to Toronto.....	T	76	or
Niagara Navigation Co.'s Steamer to Niagara.....	T	157	166 R
Returning same route.			

Fares:—

Kingston (limited 1 month)...	\$ 9.85	Montreal (limited 1 month)...	\$18.20
Brockville " " ...	11.95	Quebec " " ...	24.00

To NORTH STRATFORD, N. H., and Return.

‡ Route R T 101—

Grand Trunk Railway to North Stratford and return.....1 R T

Fares:—

Detroit.....	*\$31.50	Toronto.....	*\$24.00
Port Huron.....	* 31.35	Kingston.....	* 16.90
London.....	* 29.10	Brockville.....	* 14.60
Hamilton.....	* 25.80	Ottawa.....	14.00
Niagara Falls.....	* 26.25	Montreal.....	9.00
Buffalo.....	* 27.20	Quebec.....	11.00

* Due notice will be given of the date of opening.

To OGDENSBURG, N. Y., and Return.

Route R T 102—

Choice of routes to Toronto (see pages 134 and 135).	
Grand Trunk Railway or R. & O. N. Co.'s Steamer to Kingston.....	T 5
Grand Trunk Railway or R. & O. N. Co.'s Steamer to Prescott.....	T 55
Omnibus Transfer to Wharf.....	T 80
Ferry to Ogdensburg.....	T 75
Ferry to Prescott Wharf.....	T 75
Omnibus Transfer to Prescott Station.....	T 80
Grand Trunk Railway to starting point.....	T 76

Fares:—

Detroit.....	\$21.95	Niagara Falls.....	\$13.35
Port Huron.....	19.45	Buffalo.....	13.35
London.....	16.80	Toronto.....	11.10
Hamilton.....	13.10		

To OLD ORCHARD BEACH and Return.

Route R T 103—

Grand Trunk Railway to Portland.....	T 74	or
Boston & Maine Railroad to Old Orchard Beach.....	T 31	2-12X
Returning same route.		

Fares:—

Detroit.....	*\$33.50	Kingston.....	*\$18.90
Pt. Huron.....	* 33.35	Brockville.....	* 16.80
London.....	* 31.10	Prescott.....	* 16.00
Hamilton.....	* 27.80	Ottawa.....	16.00
Niagara Falls.....	* 28.25	Montreal.....	11.00
Buffalo.....	* 28.25	Quebec.....	13.00
Toronto.....	* 26.00		

Route R T 104—

Choice of Routes R T 112, 113 and 114 to Portland and return.	
Boston & Maine Railroad, Portland to Old Orchard Beach and return (two coupons).....	T 31

Fares same as Route R T 103.

To ONTARIO AND GEORGIAN BAY TOURIST RESORTS.

(To Collingwood, Midland or Penetang and Return.)

Tickets will be sold in the Province of Ontario, to the following points, until October 31:—

Route R T 105—

Grand Trunk Railway to Collingwood, Penetang or Midland, via Toronto, } 1 and return.....	{ R T
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Fares:—

	Colling- wood.	Penetang or Midland.		Colling- wood.	Penetang or Midland.
Detroit.....	\$12.10	\$12.10	Toronto.....	\$ 4.50	\$ 4.50
Pt. Huron.....	10.25	10.25	Kingston.....	13.10	13.50
London.....	7.15	7.15	Brockville.....	15.20	15.80
Hamilton.....	4.50	4.50	Ottawa.....	17.75	18.20
Niagara Falls.....	6.75	6.75	Montreal.....	21.00	18.50
Buffalo.....	7.75	7.75	Quebec.....	26.00	23.50

* See first foot note on page 171.

To GODERICH and Return.

Route R T 106—

Grand Trunk Railway to Goderich.....	} 1 RT
Returning same route.....	

Fares:—

Detroit.....	\$ 8.70	Toronto.....	\$ 6.75
Pt. Huron.....	6.20	Kingston.....	15.10
London.....	3.20	Brockville.....	17.20
Hamilton.....	5.35	Ottawa.....	19.75
Niagara Falls.....	7.60	Montreal.....	23.45
Buffalo.....	8.45	Quebec.....	28.45

To PARRY SOUND, Ont., and Return.

‡ Route R T 107—

Grand Trunk Railway to ‡Midland, ‡Penetang, or Collingwood via Toronto.....	} 116-9 X
North Shore Navigation Co.'s Steamer to Parry Sound.....	
Returning same route.....	

Fares:—

Detroit.....	\$15.85	Toronto.....	\$ 9.00
Port Huron.....	14.20	Kingston.....	15.70
London.....	11.65	Brockville.....	17.35
Hamilton.....	9.00	Ottawa.....	18.40
Niagara Falls.....	10.40	Montreal.....	21.25
Buffalo.....	11.40	Quebec.....	26.25

‡ Route R T 108—

Grand Trunk Railway to Midland or Collingwood via Toronto.....	} 116-10 R
† Great Northern Transit Co.'s Steamer to Parry Sound.....	
Returning same route.....	

Fares same as Route R T 107.

‡ Route R T 109—

Grand Trunk Railway to Muskoka Wharf via Toronto.....	T	76
Muskoka Nav. Co.'s Steamer to Port Cockburn.....	T	114
Stage to Maple Lake.....	T	79
Parry Sound Colonization Railway to Parry Sound.....	T	77
R. W. ‡ North Shore Nav. Co.'s Steamer to Midland, Penetang, or Collingwood	T	
|| Or—Great Northern Transit Co. to Midland or Collingwood.....	T	78
Grand Trunk Railway to starting point.....	T	76

Fares:—

Detroit.....	\$15.60	Toronto.....	\$ 8.00
Port Huron.....	13.60	Kingston.....	14.70
London.....	11.10	Brockville.....	16.35
Hamilton.....	8.00	Ottawa.....	18.75
Niagara Falls.....	9.90	Montreal.....	21.35
Buffalo.....	10.90	Quebec.....	26.35

- ‡ Meals extra.
 † Meals included on Steamer.
 ‡ Via Midland and Penetang, fares are \$1.00 lower, but meals are not included on steamer.

To PHILADELPHIA, Pa., and Return.

Route R T 110—

R. W. or	Grand Trunk Railway to Suspension Bridge.....	T	60	or Skel. 2
	Lehigh Valley Railroad to Bethlehem.....	T	175	
	Philadelphia & Reading Railroad to Philadelphia.....	T	77	
	Philadelphia & Reading Railroad to Bound Brook.....	T	77	
	Central Railroad of New Jersey to New York.....	T	77	
	Grand Trunk Railway to Suspension Bridge.....	T	77	
	New York Central & Hudson River Railroad to Canandaigua.....	T	60	
	Pennsylvania Railroad to Philadelphia.....	T	127	
	Pennsylvania Railroad to New York.....	T	77	
	Hudson River Day Line Steamers to Albany.....	T	77	
	West Shore Railroad to Suspension Bridge.....	T	72	
	Or—New York Central & Hudson River Railroad to Suspension Bridge.....	T	77	
	Grand Trunk Railway to starting point.....	T	127	
		T	60	

Fares:—

Detroit..... (Limit 1 Mo.)	\$31.90	Hamilton. (Limited 1 Month)	\$22.25
Pt. Huron.....	29.35	Toronto....	24.25
London.....	26.10		

To PICTOU, N. S., and Return.

(See also Intercolonial Railway Tourist Resorts.)

Route R T 111—

Grand Trunk Railway to Levis.....	T	27	} 467 R
Ferry to Quebec.....	T	37	
Quebec S. S. Co.'s Steamer (on alternate Tuesdays) to Pictou.....	T	53	
Return same route.			

Fares:—

Detroit.....	*\$47.05	Toronto.....	*\$39.55
Pt. Huron.....	* 46.90	Kingston.....	* 32.45
London.....	* 44.65	Brockville.....	* 30.15
Hamilton.....	* 41.35	Prescott.....	* 29.55
Niagara Falls.....	* 41.80	Ottawa.....	29.55
Buffalo.....	* 42.75	Montreal.....	24.55

To PORTLAND, Me., and Return.

Route R T 112—

Grand Trunk Railway to Portland.....	1 R T
Return same route.	

Fares:—

Detroit.....	*\$33.00	Toronto.....	*\$25.50
Pt. Huron.....	* 32.85	Kingston.....	* 18.40
London.....	* 30.60	Brockville.....	* 16.10
St. Thomas.....	* 31.00	Prescott.....	* 15.50
Hamilton.....	* 27.30	Ottawa.....	15.50
Niagara Falls.....	* 27.75	Montreal.....	10.50
Buffalo.....	* 27.75	Quebec.....	12.50

* See first foot note on page 171.

† Via Grand Trunk Ry. direct, not coming into Montreal.

To PORTLAND, ME., and Return.—*Concluded.*

Route R T 113—

Choice of routes to Montreal (see pages 134 and 135).

Grand Trunk Railway to Groveton.....T 32

Boston & Maine Railroad to Fabyans.....T 31

Maine Central Railroad to Portland.....T 52

Returning same route to Montreal.

Grand Trunk Railway to starting point.....T 32

Fares same as Route R T 112.

Route R T 114—

Choice of routes to Montreal (see pages 134 and 135).

Grand Trunk Railway to North Stratford.....T 32

Maine Central Railroad to Portland.....T 130

Returning same route to Montreal.

Grand Trunk Railway to starting point.....T 32

Fares same as Route R T 112.

Route R T 115—

Choice of routes to Montreal (see pages 134 and 135).

Grand Trunk Railway to St. Johns.....T 11

Central Vermont Railroad to Montpelier.....T 12

Montpelier & Wells River Railroad to Wells River.....T 24

Boston & Maine Railroad to Fabyans.....T 31

Maine Central Railroad to Portland.....T 52

Returning same route to Montreal.

Grand Trunk Railway to starting point.....T 32

Fares:—

Detroit.....	*\$36.05	Toronto.....	*\$28.55
Pt. Huron.....	* 35.85	Kingston.....	* 21.45
London.....	* 33.65	Brockville.....	* 19.15
St. Thomas.....	* 34.05	Prescott.....	* 18.55
Hamilton.....	* 30.35	Ottawa.....	18.55
Niagara Falls.....	* 30.80	Montreal.....	13.55
Buffalo.....	* 30.80	Quebec.....	† 17.55

Route R T 116—

W. Choice of Routes R T 113 and 114 to Portland.

R. Grand Trunk Railway to starting point.....T 74

Fares:—

Detroit.....	*\$35.00	Toronto.....	*\$27.50
Pt. Huron.....	* 34.85	Kingston.....	* 20.40
London.....	* 32.60	Brockville.....	* 18.10
Hamilton.....	* 29.30	Ottawa.....	17.60
Niagara Falls.....	* 29.75	Montreal.....	12.60
Buffalo.....	* 30.70	Quebec.....	† 14.60

To PORTSMOUTH, N. H., and Return.

Route R T 118—

Choice of Routes R T 112, 113 and 114 to Portland and return.

Boston & Maine Railroad, Portland to Portsmouth and return (two coupons).....T 31

Fares:—

Detroit.....	*\$35.25	Toronto.....	*\$27.75
Pt. Huron.....	* 35.10	Kingston.....	* 20.65
London.....	* 32.85	Brockville.....	* 18.35
Hamilton.....	* 29.55	Ottawa.....	17.75
Niagara Falls.....	* 30.00	Montreal.....	12.75
Buffalo.....	* 30.00	Quebec.....	† 14.75

* See first foot note on page 171.

† Via Grand Trunk Railway direct, not coming into Montreal.

To PRESCOTT, Ont., and Return.

Route R T 119—

Choice of routes to Toronto (see pages 134 and 135).

Grand Trunk Railway or R. & O. N. Co.'s Steamer to Kingston.....	T	5
Grand Trunk Railway or R. & O. N. Co.'s Steamer to Prescott.....	T	55
Grand Trunk Railway to starting point.....	T	76

Fares:—

Detroit.....	\$21.95	Niagara Falls.....	\$13.35
Pt. Huron.....	19.45	Buffalo.....	14.30
London (limited 1 month).....	16.75	Toronto (limited 1 month).....	11.10
Hamilton.....	13.10		

Route R T 120—

Grand Trunk Railway to Prescott.....	2502
G. T. Ry. or R. & O. N. Co.'s Steamer to Montreal or Quebec.....	from Montreal.

Fares:—

Montreal.....	\$6.05	Quebec.....	\$11.05
Montreal (limited 5 days).....	5.60	Quebec (limited 5 days).....	10.60

To QUEBEC, Que., and Return.

Route R T 121—

Grand Trunk Railway to Levis.....	T	27	or
Ferry to Quebec.....	T	37	1 R T
Return same route.			

Fares:—

Detroit.....	*\$27.50	Toronto.....	*\$20.00
Port Huron.....	* 27.35	Kingston.....	* 12.90
London.....	* 25.10	Brockville.....	* 10.60
Hamilton.....	* 21.80	Prescott.....	* 10.00
Niagara Falls.....	* 22.25	Ottawa.....	* 10.00
Buffalo.....	* 23.20	Montreal (limited 1 month).....	5.85

Route R T 122—

Grand Trunk Railway or R. & O. N. Co.'s Steamer, Montreal to Quebec.....	T	36
Grand Trunk Railway or R. & O. N. Co.'s Steamer to Montreal.....	T	36

Fare (limited one month).....\$5.85

To QUEBEC & LAKE ST. JOHN RAILWAY TOURIST RESORTS and Return.

Fares:—

FROM	To			
	Lake Edward.	Lake Joseph.	Lake St. John (Roberval).	St. Raymond.
Detroit.....	\$32.00	\$28.50	\$35.00	\$29.00
Port Huron.....	31.85	28.35	34.85	28.85
London.....	29.60	26.10	32.60	26.60
Hamilton.....	26.30	22.80	29.30	23.30
Niagara Falls.....	26.75	23.25	29.75	23.75
Buffalo.....	27.70	24.20	30.70	24.70
Toronto.....	24.50	21.00	27.50	21.50
Kingston.....	17.40	13.90	20.40	14.40
Brockville.....	15.10	11.60	18.10	12.10
Prescott.....	14.50	11.00	17.50	11.50
Ottawa.....	14.50	11.00	17.50	11.50
Montreal.....	9.50	6.85	12.50	7.35

* See first foot note on page 171. Quebec tickets optional rail or steamer between Montreal and Quebec in either or both directions.

TO QUEBEC & LAKE ST. JOHN RAILWAY TOURIST RESORTS and Return.—Concluded.

† Route R T 123—

Grand Trunk Railway to Levis	T	76
Ferry to Quebec	T	37
Quebec & Lake St. John Railway to destination	T	112
Returning same route	T	

To ST. ANDREWS, N. B., and Return.

Route R T 124—

Choice of routes to Montreal (see pages 134 and 135)		
Grand Trunk Railway to Portland	T	74
International Steamship Co.'s Steamer to St. Andrews	T	49
International Steamship Co.'s Steamer to Portland	T	49
Grand Trunk Railway to starting point	T	74

Fares:—

Detroit	*\$39.20	Toronto	*\$31.70
Pt. Huron	* 39.05	Kingston	* 24.60
London	* 36.80	Brookville	* 22.30
Hamilton	* 33.60	Ottawa	21.70
Niagara Falls	33.95	Montreal	16.70
Buffalo	33.90	Quebec	† 16.70

Route R T 125—

Choice of routes to Montreal (see pages 134 and 135)		
Grand Trunk Railway to Portland	T	32
Maine Central Railroad, etc., to St. Andrews and return (to be ex- changed)	T	141

Fares:—

Detroit	*\$39.20	Toronto	*\$33.95
Pt. Huron	* 39.05	Kingston	* 30.40
London	37.80	Brookville	* 28.10
Hamilton	33.95	Ottawa	27.50
Niagara Falls	33.95	Montreal	22.50
Buffalo	33.95	Quebec	† 24.50

To ST. JOHN, N. B., and Return.

† Route R T 126—

Grand Trunk Railway to Levis	T	27
Intercolonial Railway to St. John	T	42
Returning same route		24-22

Fares:—

Detroit	*\$43.50	Toronto	*\$36.00
Pt. Huron	* 43.35	Kingston	* 28.90
London	39.85	Brookville	* 26.60
Hamilton	36.00	Prescott	* 26.00
Niagara Falls	36.00	Ottawa	26.00
Buffalo	36.00	Montreal	21.00

Route R T 127—

Grand Trunk Railway to Portland	T	74
Maine Central Railroad, etc., to St. John and return (to be exchanged)	T	141
Grand Trunk Railway to starting point	T	74

* See first foot note on page 171.

† All rail and limited to continuous passage each way.

‡ Via Grand Trunk Railway direct, not coming into Montreal.

§ All rail to Montreal. For tickets, optional rail or steamer, Toronto to Montreal, \$25.70 from London, \$4.00 from Hamilton, Niagara Falls or Buffalo.

To ST. JOHN, N. B., and Return.—*Concluded.*

Fares:—

.....T 76
.....T 37
.....T 112

Detroit.....	*\$43.50	Toronto.....	*\$37.50
Pt. Huron.....	43.35	Kingston.....	30.40
London.....	43.10	Brockville.....	28.10
Hamilton.....	38.25	Ottawa.....	27.50
Niagara Falls.....	38.25	Montreal.....	22.50
Buffalo.....	38.25	Quebec.....	24.50

Route R T 128—

.....T 74
.....T 49
.....T 49
.....T 74

Choice of routes to Montreal (see pages 134 and 135).	
Grand Trunk Railway to Portland.....	T 32
International Steamship Co.'s Steamer to St. John.....	T 49
International Steamship Co.'s Steamer to Portland.....	T 49
Grand Trunk Railway to starting point.....	T 74

Fares:—

.....* \$31.70
.....* 24.60
.....* 22.30
.....* 21.70
.....* 16.70
.....+ 16.70

Detroit.....	*\$41.00	Toronto.....	*\$33.50
Pt. Huron.....	40.85	Kingston.....	26.40
London.....	38.60	Brockville.....	24.10
Hamilton.....	35.30	Ottawa.....	23.50
Niagara Falls.....	35.75	Montreal.....	18.50
Buffalo.....	35.70	Quebec.....	20.50

.....T 32
o be ex-
.....T 141

To ST. JOHNS, Newfoundland, and Return.

† Route R T 129—

.....\$33.95
.....* 30.40
.....* 28.10
.....* 27.50
.....* 22.50
.....+ 24.50

Grand Trunk Railway to Montreal.....	
Black Diamond Steamship Co.'s Steamer (every week or ten days) to St. Johns, Newfoundland,.....	4440 R
Returning same route.	

Fares:—

T 27
T 42 } 24-2

Detroit.....	*\$72.50	Buffalo.....	*\$68.25
Pt. Huron.....	72.35	Toronto.....	65.00
London.....	70.10	Kingston.....	57.90
Hamilton.....	66.80	Brockville.....	55.60
Niagara Falls.....	67.20	Ottawa.....	55.00

To SARATOGA, N. Y., and Return.

† Route R T 130—

.....\$36.00
.....* 28.90
.....* 26.60
.....* 26.00
.....* 26.00
.....21.00

Choice of routes to Montreal (see pages 134 and 135).	
Grand Trunk Railway to Rouse's Point.....	T 16
Delaware & Hudson Railroad to Saratoga.....	T 159
Returning same route.	or 357

Fares:—

.....T 74
ged)...T 141
.....T 74

Detroit.....	*\$34.25	Kingston.....	*\$19.65
Pt. Huron.....	34.10	Brockville.....	17.35
London.....	31.85	Ottawa.....	16.75
Hamilton.....	28.55	Montreal.....	11.75
Niagara Falls.....	29.00	Montreal (limited 10 days) ..	10.00
Buffalo.....	29.95	Quebec.....	16.75
Toronto.....	26.75	Quebec (limited 10 days) ..	15.00

o to Montreal,

* See foot note on page 171.

† All rail. Limited continuous passage each way.

To SARATOGA, N. Y., and Return.—Concluded.

‡ Route R T 131—

Choice of routes to Montreal (see pages 134 and 135).

Grand Trunk Railway to Rouse's Point.....	T 16	} or X 358
Delaware & Hudson Railroad to Plattsburg or Hotel Champlain.....	T 17	
D. & H. Railroad or Champ. Trans. Co.'s Str. to Fort Ticonderoga.....	T 19	
Delaware & Hudson Railroad to Baldwin.....	T 20	
Lake George Steamboat Co. to Caldwell.....	T 22	
Delaware & Hudson Railroad to Saratoga.....	T 21	
Delaware & Hudson Railroad to Rouse's Point.....	T 21	
Grand Trunk Railway to starting point.....	T 76	

Fares:—

Detroit.....	*\$35.75	Kingston.....	*\$21.15
Port Huron.....	* 35.60	Brockville.....	* 18.85
London.....	* 33.35	Ottawa.....	18.25
Hamilton.....	* 30.05	Montreal.....	13.25
Niagara Falls.....	* 30.50	Montreal (Limited 10 days).....	11.50
Buffalo.....	* 31.45	Quebec.....	18.25
Toronto.....	* 23.25	Quebec (Limited 10 days).....	16.50

To SHELBURNE, N. H., and Return.

‡ Route R T 132—

Grand Trunk Railway to Shelburne and return..... 1 R T

Fares:—

Detroit.....	*\$32.00	Toronto.....	*\$24.50
Port Huron.....	* 31.85	Kingston.....	* 17.40
London.....	* 29.60	Brockville.....	* 15.10
Hamilton.....	* 26.30	Ottawa.....	14.50
Niagara Falls.....	* 26.75	Montreal.....	9.50
Buffalo.....	* 27.70	Quebec.....	† 11.50

To SUMMERSIDE, P. E. I., and Return.

Route R T 133—

Grand Trunk Railway to Levis.....	T 27	} 23-2 R
Intercolonial Railway to Point du Chene.....	T 42	
Charlottetown S. N. Co. to Summerside.....	T 43	
Returning same route.		

Fares:—

Detroit.....	*\$46.25	Toronto.....	*\$38.75
Ft. Huron.....	* 46.10	Kingston.....	* 31.65
London.....	* 43.00	Brockville.....	* 29.35
Hamilton.....	* 39.15	Prescott.....	28.75
Niagara Falls.....	* 39.15	Ottawa.....	28.75
Buffalo.....	* 39.15	Montreal.....	23.75

To SUMMIT MOUNT WASHINGTON, N. H., and Return.

‡ Route R T 134—

Choice of routes to Montreal (see pages 134 and 135).

Grand Trunk Railway to Gorham.....	T 32
Milliken's Stage to Glen Site.....	T 160
Milliken's Stage to Summit.....	T 39
Mount Washington Railway to Base.....	T 41
Boston & Maine Railroad to Fabyans and Wells River.....	T 31
Montpelier & Wells River Railroad to Montpelier.....	T 24
Central Vermont Railroad to St. John's.....	T 12
Grand Trunk Railway to starting point.....	T 76

* See first foot note on page 171.

† Going via Grand Trunk Railway direct, not coming into Montreal.

‡ All rail to Montreal. For tickets optional rail or steamer, Toronto to Kingston, Kingston to Prescott, and Prescott to Montreal, fares will be—from London \$46.30, from Hamilton, Niagara Falls or Buffalo \$42.75.

To SUMMIT MT. WASHINGTON.--Concluded.

Fares:--

Detroit.....	*\$45.15	Toronto.....	*\$37.65
Pt. Huron.....	* 45.00	Kingston.....	* 30.55
London.....	* 42.75	Brockville.....	* 28.25
Hamilton.....	* 39.45	Ottawa.....	27.65
Niagara Falls.....	* 39.90	Montreal.....	22.65
Buffalo.....	* 40.85	Quebec.....	25.15

† Route R T 135--

Choice of routes to Montreal (see pages 134 and 135).		
Grand Trunk Railway to St. Johns.....	T	11
Central Vermont Railroad to Montpelier.....	T	12
Montpelier & Wells River Railroad to Wells River.....	T	24
Boston & Maine Railroad to Fabyans, and Base.....	T	31
Mount Washington Railway to Summit.....	T	41
Milliken's Stage to Glen Site.....	T	40
Milliken's Stage to Gorham.....	T	160
Grand Trunk Railway to starting point.....	T	76

Fares:--

Detroit.....	*\$43.15	Toronto.....	*\$35.65
Pt. Huron.....	* 43.00	Kingston.....	* 28.55
London.....	* 40.75	Brockville.....	* 26.25
Hamilton.....	* 37.45	Ottawa.....	25.65
Niagara Falls.....	* 37.90	Montreal.....	20.65
Buffalo.....	* 37.85	Quebec.....	23.15

Route R T 136--

Choice of routes to Montreal (see pages 134 and 135).		
Grand Trunk Railway to Gorham.....	T	32
Milliken's Stage to Glen Site.....	T	160
Milliken's Stage to Summit.....	T	39
Milliken's Stage to Glen Site.....	T	40
Milliken's Stage to Gorham.....	T	160
Grand Trunk Railway to starting point.....	T	76

Fares:--

Detroit.....	*\$40.00	Toronto.....	*\$23.50
Pt. Huron.....	* 39.85	Kingston.....	* 25.40
London.....	* 37.60	Brockville.....	* 23.10
Hamilton.....	* 34.30	Ottawa.....	22.50
Niagara Falls.....	* 34.75	Montreal.....	17.50
Buffalo.....	* 35.70	Quebec.....	19.50

To TADOUSAC, Que., and Return.

(Saguenay River.)

† Route R T 137--

Grand Trunk Railway to Levis.....	T	27	} 1 R T and X 351
Ferry to Quebec.....	T	37	
Richellen & Ontario Nav. Co.'s Steamer to Tadousac.....	T	6	
Returning same route.....			

Fares:--

Detroit.....	*\$32.50	Toronto.....	*\$25.00
Port Huron.....	* 32.35	Kingston.....	* 17.90
London.....	* 30.10	Brockville.....	* 15.80
Hamilton.....	* 26.80	Prescott.....	* 15.00
Niagara Falls.....	* 27.25	Ottawa.....	15.00
Buffalo.....	* 28.20	Montreal.....	10.00

* See first foot note on page 171.

†Via Grand Trunk direct, not coming into Montreal on going journey.

To TADOUSAC; Que., and Return.—*Concluded.*

Route R T 138—

Grand Trunk Railway to Levis	T	27
Intercolonial Railway to Riviere du Loup	T	42
Richelleu & Ontario Navigation Co. to Tadousac	T	6
Returning same route.		

Fares:—

Detroit	*\$34.50	Toronto	*\$27.00
Port Huron	* 34.35	Kingston	* 19.90
London	* 32.10	Brockville	* 17.60
Hamilton	* 28.80	Prescott	* 17.00
Niagara Falls	* 29.25	Ottawa	* 17.00
Buffalo	* 30.20	Montreal	12.00

To THOUSAND ISLAND RESORTS and Return.

Route R T 139—

Choice of routes to Toronto (see pages 134 and 135).		
Grand Trunk Railway to Thousand Islands Jet	T	76
Thousand Islands Railway to Gananoque	T	7
Deseronto Nav. Co.'s Steamer to destination	T	8
Returning same route.		

Fares:—

FROM	To			
	Alexandria Bay.	Clayton.	Round Island	Thousand Island or Murr'y Hill Park.
Detroit	\$21.50	\$21.50	\$21.50	\$21.50
Port Huron	19.00	19.00	19.00	19.00
London	16.30	15.80	15.80	15.80
Hamilton	12.50	11.75	12.15	12.15
Niagara Falls	12.50	11.75	12.25	12.25
Buffalo	13.50	12.75	13.25	13.25
Toronto	†10.65	†10.15	†10.15	†10.15
Kingston (limited 1 month)	† 2.30	† 1.80	† 1.80	† 1.80
Brockville	† 8.15	† 2.90	† 2.90	† 2.90
Ottawa	† 7.30	† 7.05	† 7.05	† 7.05
Montreal	† 9.20	† 8.95	† 8.95	† 8.95
Quebec	\$†14.20	\$†13.95	\$†13.95	\$†13.95

Route R T 140—

Choice of routes to Toronto (see pages 134 and 135).		
Grand Trunk Railway to Kingston	T	143
St. Lawrence River Steamboat Co.'s Steamer to destination	T	146
Or—Thousand Islands Steamboat Co. to destination	T	78
Returning same route.		

Fares same as Route R T 139 (except from Kingston, Brockville, Ottawa, Montreal and Quebec).

* See first foot note on page 171.

† To Thousand Islands Junction direct.

‡ Optional rail or steamer between Montreal and Quebec. Use Form T 36 each way.

To THOUSAND ISLAND RESORTS and Return.—*Concluded.*

Route R T 141—

Choice of routes to Toronto (see pages 134 and 135).	
Grand Trunk Railway or R. & O. N. Co.'s Steamer to Kingston.....	T 6
Richelleu & Ontario Nav. Co.'s Steamer to destination.....	T 6
Richelleu & Ontario Nav. Co.'s Steamer to Kingston.....	T 6
Grand Trunk Railway to starting point.....	T 76

Fares same as Route R T 139 (except from Kingston, Brockville, Ottawa, Montreal and Quebec).

Route R T 142—

Grand Trunk Railway to Thousand Islands Jet.....	T 76
Thousand Islands Railway to Gananoque.....	T 7
Deseronto Nav. Co.'s Steamer to Alexandria Bay, Clayton, Round Island, Murray Hill Park or Thousand Islands Park (as desired).....	T 8
Richelleu & Ontario Nav. Co.'s Steamer to Brockville or Prescott.....	T 6
Grand Trunk Railway or R. & O. N. Co.'s Steamer, Brockville to Montreal (T 140) or Prescott to Montreal (T 56).	

Fares:—

Brockville.....	\$2.75	Montreal.....	\$ 9.50
Prescott.....	3.65	Quebec.....	\$ 14.50

Route R T 143—

Grand Trunk Railway to Kingston City.....	T 76
Richelleu & Ontario Nav. Co.'s Steamer to Alexandria Bay, Clayton, Round Island, Murray Hill Park or Thousand Islands Park (as desired).....	T 6
Richelleu & Ontario Nav. Co.'s Steamer to Brockville or Prescott.....	T 6
Grand Trunk Railway or R. & O. N. Co.'s Steamer, Brockville to Montreal (T 140) or Prescott to Montreal (T 56).	

Fares:—

Brockville.....	\$ 3.40	Montreal.....	\$ 9.50
Prescott.....	3.80	Quebec.....	\$ 14.50

Route R T 144—

Grand Trunk Railway to Prescott or Brockville.....	T 32
Richelleu & Ontario Nav. Co. to Alexandria Bay.....	T 6
Richelleu & Ontario Nav. Co. to Montreal.....	T 6

Fares:—

Montreal.....	\$8.25	Quebec.....	\$13.25
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Route R T 145—

Grand Trunk Railway to Prescott or Brockville.....	T 32
Alexandria Bay Steamboat Co. to Alexandria Bay.....	T 78
Richelleu & Ontario Navigation Co. to Montreal.....	T 6

Fares:—

Montreal.....	\$8.25	Quebec.....	\$13.25
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To TORONTO, Ont., and Return.

Route R T 146—

Grand Trunk Railway to Toronto.....	T 143
Grand Trunk Railway or R. & O. N. Co.'s Steamer to Kingston.....	T 5
Grand Trunk Railway or R. & O. N. Co.'s Steamer to Prescott (or Brockville (T 57)).....	T 55
Grand Trunk Railway or R. & O. N. Co.'s Steamer to Montreal.....	T 56
Grand Trunk Railway or R. & O. N. Co.'s Steamer to Quebec (for Quebec only).....	T 36

To TORONTO, Ont., and Return.—*Concluded.*

Fares:—

Kingston (limited 1 month) .. \$	8.50	Montreal	\$18.00
Brockville " ..	11.00	Quebec	23.00
Prescott " ..	11.10		

To WHITE MOUNTAIN TOURIST RESORTS and Return.

(See also Gorham, Page 181)

Route R T 147—

Choice of routes to Montreal (see pages 134 and 135).		
Grand Trunk Railway to Groveton	T	32
Boston & Maine Railroad to Bethlehem Jct., Fabyans, (or Mt. Pleasant) Jefferson Meadows, Jefferson (Waumbek House) Lancaster, Lisbon, Littleton, Sugar Hill, Twin Mountain or Whitefield (according to fare paid)	T	31
Returning same route to Montreal.		
		X 466 R

Route R T 148—

Choice of routes to Montreal (see pages 134 and 135).		
Grand Trunk Railway to Groveton	T	32
Boston & Maine Railroad to Bethlehem Jct.	T	31
Profile & Franconia Notch Railroad to Bethlehem, Maplewood or Profile House (according to fare paid)	T	139
Returning same route to Montreal.		

Route R T 149—

Choice of routes to Montreal (see pages 134 and 135).		
Grand Trunk Railway to Groveton	T	32
Boston & Maine Railroad to Fabyans	T	31
Maine Central Railroad to Crawfords, Glen, Intervale, North Conway (according to fare paid)	T	28
Returning same route to Montreal.		

Route R T 150—

Choice of routes to Montreal (see pages 134 and 135).		
Grand Trunk Railway to North Stratford	T	32
Maine Central Railroad to Crawfords, Fabyans (or Mt. Pleasant), Glen, Intervale, Jefferson Hill (Waumbek House), Jefferson Station, Lancaster, North Conway, Twin Mountain or Whitefield (according to fare paid)	T	130
Returning same route to Montreal.		

Route R T 151—

Choice of routes to Montreal (see pages 134 and 135).		
Grand Trunk Railway to North Stratford	T	32
Maine Central Railroad to Fabyans	T	130
Boston & Maine Railroad to Bethlehem Jct.	T	31
Profile & Franconia Notch Railroad to Bethlehem, Maplewood or Profile House (according to fare paid)	T	139
Returning same route to Montreal.		

Route R T 152—

Grand Trunk Railway to Sherbrooke	T	32
Boston & Maine Railroad to Lunenburg	T	33
Maine Central Railroad to Crawfords, Fabyans (or Mount Pleasant), Glen, Intervale, Jefferson Hill (Waumbek House), Jefferson Station, Lancaster, North Conway, Twin Mountain or Whitefield (according to fare paid)	T	28
Returning same route to Montreal.		

To WHITE MOUNTAIN TOURIST RESORTS and Return.

—Continued.

Route R T 153—

Choice of routes to Montreal (see pages 134 and 135).

Grand Trunk Railway to Sherbrooke	T	32
Boston & Maine Railroad to Lunenburg	T	33
Maine Central Railroad to Fabyans	T	28
Boston & Maine Railroad to Bethlehem Jct.	T	31
Profile & Franconia Notch Railroad to Bethlehem, Maplewood or Profile House (according to fare paid)	T	139

Fares:—

FORM	To					
	Bethlehem.	Crawford House.	Fabyans or Mt. Pleasant.	Glen.	Intervale.	Jefferson or Jefferson Hill (Waumbek House).
Detroit	*\$33.00	*\$32.50	*\$32.00	*\$33.00	*\$33.00	*\$31.75
Port Huron	*32.85	*32.35	*31.85	*32.85	*32.85	*31.60
London	*30.60	*30.10	*29.60	*30.60	*30.60	*29.35
Hamilton	*27.30	*26.80	*26.30	*27.30	*27.30	*26.05
Niagara Falls	*27.75	*27.25	*26.75	*27.75	*27.75	*26.50
Buffalo	*27.75	*27.25	*26.75	*27.75	*27.75	*26.50
Toronto	*25.50	*25.00	*24.50	*25.50	*25.50	*24.25
Kingston	*18.40	*17.90	*17.40	*18.40	*18.40	*17.15
Brockville	*16.10	*15.60	*15.10	*16.10	*16.10	*14.85
Prescott	*15.50	*15.00	*14.50	*15.50	*15.50	*14.25
Ottawa	15.50	15.00	14.50	15.50	15.50	14.25
Montreal	10.50	10.00	9.50	10.50	10.50	9.25
Quebec	† 12.50	† 12.00	† 11.50	† 12.50	† 12.50	† 11.25

FROM	To						
	Lancaster.	Lisbon, Littleton and Sugar Hill.	Maplewood.	North Conway.	Profile House.	Twin Mountain.	Whitefield.
Detroit	*\$31.50	*\$31.50	*\$32.70	*\$33.00	*\$33.50	*\$32.00	*\$31.50
Port Huron	*31.35	*31.35	*32.55	*32.85	*33.35	*31.85	*31.35
London	*29.10	*29.10	*30.30	*30.60	*31.10	*29.60	*29.10
Hamilton	*25.80	*25.80	*27.00	*27.30	*27.80	*26.30	*25.80
Niagara Falls	*26.25	*26.25	*27.45	*27.75	*28.25	*26.75	*26.25
Buffalo	*26.25	*26.25	*27.45	*27.75	*28.25	*26.75	*26.25
Toronto	*24.00	*24.00	*25.20	*25.50	*26.00	*24.50	*24.00
Kingston	*16.90	*16.90	*18.10	*18.40	*18.90	*17.40	*16.90
Brockville	*14.60	*14.60	*15.80	*16.10	*16.60	*15.10	*14.60
Prescott	*14.00	*14.00	*15.20	*15.50	*16.00	*14.50	*14.00
Ottawa	14.00	14.00	15.20	15.50	16.00	14.50	14.00
Montreal	9.00	9.00	10.20	10.50	11.00	9.50	9.00
Quebec	† 11.00	† 11.00	† 12.20	† 12.50	† 13.00	† 11.50	† 11.00

To Bethlehem Junction, fares are \$1.00 less than to Bethlehem. To Jefferson Station and Jefferson Meadows, 25c less than to Jefferson or Jefferson Hill (Waumbek House).

Fares from Montreal and points west for tickets via Quebec one way will be \$4.00 higher than shown above.

* See first foot note on page 171.

† Via Grand Trunk Railway direct, not coming into Montreal.

To WHITE MOUNTAIN TOURIST RESORTS and Return.

—Concluded.

Route R T 154—

Choice of routes to Montreal (see pages 134 and 135).		
Grand Trunk Railway to St. Johns.....	T	11
Central Vermont Railroad to Montpelier.....	T	12
Montpelier & Wells River Railroad to Wells River.....	T	24
Boston & Maine Railroad to Bethlehem Jct., Fabyans (or Mt. Pleasant), Jefferson Meadows, Jefferson (Waumbek House) Lancaster, Lisbon, Littleton, Sugar Hill, Twin Mountain, or Whitefield (according to fare paid).....	T	31
Returning same route to Montreal.		

OR
X 457 R

Fares same as above (except from Quebec, which will be \$2.00 higher).

Route R 155—

Choice of routes to Montreal (see pages 134 and 135).		
Grand Trunk Railway to St. Johns.....	T	11
Central Vermont Railroad to Montpelier.....	T	12
Montpelier & Wells River Railroad to Wells River.....	T	24
Boston & Maine Railroad to Bethlehem Jct.....	T	31
Profile & Franconia Notch Railroad to Bethlehem, Maplewood or Profile House (according to fare paid).....	T	139
Returning same route to Montreal.		

Fares same as above (except from Quebec, which will be \$2.00 higher).

Route R T 156—

Choice of routes to Montreal (see pages 134 and 135).		
Grand Trunk Railway to St. Johns.....	T	11
Central Vermont Railroad to Montpelier.....	T	12
Montpelier & Wells River Railroad to Wells River.....	T	24
Boston & Maine Railroad to Fabyans.....	T	31
Maine Central Railroad to Crawfords, Glen, Intervale or North Conway (according to fare paid).....	T	28
Returning same route to Montreal.		

Fares same as above (except from Quebec, which will be \$2.00 higher).



Return.

WESTERN TOURS.

To Chicago, Milwaukee, Duluth, The Great Lakes, Michigan Points, Etc., Etc.

On sale June 1st to September 30, and good till October 31 by rail, or until the close of Navigation by Steamer, unless otherwise indicated.

To ALASKA (SITKA or JUNEAU, Etc.,) and Return.

(Tickets on sale June 1 to September 30, with nine months time limit, but departure from Alaska to be made before October 31.)

Regular Routes to Victoria, B. C.	
* Pacific Coast Steamship Co. to Sitka or Juneau	FORM.
* Pacific Coast Steamship Co. to Victoria, B. C.	{ Spl. 63-55
Regular routes to starting point.	

Fares:—

\$80 higher than rates to Victoria and return by route selected.

To ASHLAND, Wis., and Return.

‡ Route R T 157—

Grand Trunk Railway to Port Huron	T 142
Port Huron Electric Railway to Dock	T 77
* Anchor Line Steamer to Ashland	T 88
Returning same route.	

Fares:—

London	\$37.00	Kingston	\$46.85
St. Thomas	37.35	Brockville	48.95
Hamilton	38.50	Ottawa	51.00
Niagara Falls	40.75	Montreal	53.00
Buffalo	41.70	Quebec	58.00
Toronto	38.50	Sherbrooke	58.00

‡ Route R T 158—

Grand Trunk Railway to Port Huron	T 142
* Anchor Line Steamer to Ashland	T 88
Choice of lines to Chicago as follows:—	
Wisconsin Central Line to Chicago	T 89
Chicago & Northwestern Railroad to Chicago	T 93
Or—Chicago, St. Paul, Minneapolis & Omaha Railroad to Chicago	T 93
Transfer to Chicago & Grand Trunk Depot	T 80
Chicago & Grand Trunk Railway to Port Huron	T 147
Grand Trunk Railway to starting point	T 142

* Meals and berths included on steamer.

11
12
24 } OR
X 457 R
31 }

(2.00 higher).

T 11
T 12
T 24
T 31
or Profile
T 139

(0 higher).

T 11
T 12
T 24
T 31
Conway
T 28

(higher).

R. W.

To ASHLAND, Wis., and Return.—Concluded.

Fares:—

London	\$36.85	Kingston.....	\$48.80
St. Thomas	37.25	Brockville.....	50.90
Hamilton.....	39.60	Ottawa.....	53.10
Niagara Falls.....	42.15	Montreal.....	54.75
Buffalo.....	42.65	Quebec.....	59.75
Toronto.....	40.45	Sherbrooke.....	59.75

FORM.

† Route R T 159—

Same as route R T 158 to Ashland and return to Chicago.

R. W. Transfer to Wabash Depot.....	T 80
Wabash Railroad to Detroit.....	T 91
Grand Trunk Railway to starting point.....	T 58

Fares same as Route R T 158.

To BANFF HOT SPRINGS and Return.

(Tickets good for ninety days from date of sale, except when otherwise shown.)

† Route R T 160—

Grand Trunk Railway to Port Huron	} Spl. 63-26
Chicago & Grand Trunk Railway to Chicago.....	
Choice of six lines to St. Paul	
Minneapolis, St. Paul & Sault Ste. Marie Railway to Portal.....	
Canadian Pacific Railway to Banff Hot Springs.....	
Return same route.	

Fares:—

London	\$86.65	Kingston.....	\$100.00
St. Thomas	87.05	Brockville.....	100.00
Hamilton.....	90.70	Ottawa.....	101.00
Niagara Falls.....	91.00	Montreal.....	103.00
Buffalo.....	91.00	Quebec.....	108.00
Toronto.....	92.35	Sherbrooke.....	108.00

† Route R T 161—

Grand Trunk Railway to Detroit.....	} Ex. 75
Wabash Railroad to Chicago.....	
Choice of six lines to St. Paul	
Minneapolis, St. Paul & Sault Ste. Marie Railway to Portal.....	
Canadian Pacific Railway to Banff Hot Springs.....	
Return same route.	

Fares same as Route R T 160.

† Route R T 161—

Same as Route R T 160 or R T 161 to Banff Hot Springs.

Canadian Pacific Railway to North Bay.....	} Ex. 81
Grand Trunk Railway to starting point.....	

Fares:—

London.....	\$85.15	Kingston.....	\$93.50
St. Thomas.....	85.15	Brockville.....	93.50
Hamilton.....	85.15	Ottawa.....	94.20
Niagara Falls.....	87.40	Montreal.....	99.65
Buffalo.....	88.35	Quebec.....	104.65
Toronto.....	85.15	Sherbrooke.....	104.65

† Route R T 162—

Grand Trunk Railway to North Bay.....	} 4968 R
Canadian Pacific Railway to Banff Hot Springs.....	
Returning same route.	

Fares:—

Detroit.....	\$85.00	†	\$80.00	Niagara Falls.....	\$87.25	†	\$82.25
Pt. Huron.....	85.00	†	80.00	Buffalo.....	88.20	†	83.20
London.....	85.00	†	80.00	Toronto.....	85.00	†	80.00
St. Thomas.....	85.00	†	80.00	Kingston.....	90.00	†	88.35
Hamilton.....	85.00	†	80.00	Brockville.....	90.00	†	88.35

† On sale from May 15 until September 30. Valid for return until November 1.

To CALGARY and Return.

Same as Route R T 162.

To CALIFORNIA POINTS.

(Los Angeles, San Diego, San Francisco.)

Tickets good for nine months, and carrying stop-over privileges. Passengers are offered a great variety of routes, and side trips may be made, taking in points of interest off the main lines. Full particulars can be obtained on application to any Agent of the Company.

Grand Trunk Railway to Port Huron.....	FORM.
Chicago & Grand Trunk Railway to Chicago.....	} Ex. 84
Choice of routes to Missouri River.....	
Choice of routes to destination.....	
Returning same route.	

Fares:—

London.....	\$125.15	Kingston.....	\$139.00
St. Thomas.....	125.15	Brockville.....	141.00
Hamilton.....	129.00	Ottawa.....	141.50
Niagara Falls.....	130.00	Montreal.....	141.50
Buffalo.....	130.00	Quebec.....	146.50
Toronto.....	130.85	Sherbrooke.....	143.90

To CHICAGO and Return.**† Route R T 164—**

Grand Trunk Railway to Port Huron.....	T 142	or
Chicago & Grand Trunk Railway to Chicago.....	T 147	63-7 R
Returning same route.		

Fares:—

London (Limited 1 month)...	\$18.65	Brockville.....	\$30.00
St. Thomas ".....	17.05	Prescott.....	30.70
Hamilton ".....	20.70	Ottawa.....	31.00
Niagara Falls ".....	** 21.00	Montreal.....	33.00
Buffalo.....	** 21.00	Quebec.....	38.00
Toronto.....	22.35	Sherbrooke.....	38.00
Kingston.....	30.00		

(Tickets going as above and returning as per Route R T 165, or vice versa, will be issued at same fares.)

† Route R T 165—

Grand Trunk Railway to Detroit.....	T 58
Detroit, Grand Haven & Milwaukee Railway to Durand.....	T 137
Chicago & Grand Trunk Railway to Chicago.....	T 90
Returning same route.	

Fares same as Route R T 164.

† Route R T 166—

Grand Trunk Railway to Detroit.....	T 58
Wabash Railroad to Chicago.....	T 91
Return same route.	

Fares same as Route R T 164.

|| Route R T 167—

Grand Trunk Railway to Detroit.....	T 58
Detroit, Grand Haven & Milwaukee Railway to Grand Haven.....	T 137
Goodrich Transportation Co. to Chicago.....	T 78
Returning same route.	

** Limited to continuous passage in each direction, and valid only for one month from date of sale.

† Tickets include berth on Goodrich Line Steamer, which should be noted on ticket.

ded.

FORM.

...\$48.80
 ...50.90
 ...53.10
 ...54.75
 ...59.75
 ...59.75

...T 80
 ...T 91
 ...T 58

erwise shown.)

... } Spl. 63-26

...\$100.00
 ...100.00
 ...101.00
 ...103.00
 ...108.00
 ...108.00

... } Ex. 75

... } Ex. 81

...\$93.50
 ...93.50
 ...94.20
 ...99.65
 ...104.65
 ...104.65

... } 4968 R

...\$82.25
 ...83.20
 ...80.00
 ...88.35
 ...88.35

November 1.

To CHICAGO and Return.—Continued.

Fares:—

London.....	\$16.65	Brookville	\$30.00
St. Thomas.....	17.05	Prescott	30.70
Hamilton.....	20.70	Ottawa.....	31.00
Niagara Falls.....	** 21.00	Montreal.....	33.00
Buffalo.....	** 21.00	Quebec.....	38.00
Toronto.....	22.35	Sherbrooke.....	38.00
Kingston.....	30.00		

Route R T 168—

FORM.

R. W.	Grand Trunk Railway to Detroit.....	T	58
	Detroit, Grand Haven & Milwaukee Railway to Durand.....	T	137
	Chicago & Grand Trunk Railway to Chicago.....	T	90
	Goodrich Trans. Co. to Grand Haven.....	T	78
	Detroit, Grand Haven & Milwaukee Railway to Detroit.....	T	137
	Grand Trunk Railway to starting point.....	T	58

Fares:—

London.....	\$16.65	Brookville.....	\$30.00
St. Thomas.....	17.05	Prescott.....	30.70
Hamilton.....	20.70	Ottawa.....	31.00
Niagara Falls.....	** 21.00	Montreal.....	33.00
Buffalo.....	** 21.00	Quebec.....	38.00
Toronto.....	22.35	Sherbrooke.....	38.00
Kingston.....	30.00		

† Route R T 169—

R. W.	Grand Trunk Railway to Sarnia (Tunnel).....	T	58
	Sarnia Street Railway to Dock.....	T	80
	*North West Transportation Co.'s Steamer, Sarnia to Sault Ste. Marie.....	T	97
	Or—*Windsor & Detroit Soo Line, Sarnia to Sault Ste. Marie.....	T	185
	*Lake Michigan & Lake Superior Trans. Co.'s Steamer to Chicago.....	T	96
	Chicago & Grand Trunk Railway to Port Huron.....	T	147
	Grand Trunk Railway to starting point.....	T	142

Fares:—

London.....	\$25.85	† \$23.85	Kingston.....	\$37.80	† \$35.80
St. Thomas.....	26.25	† 24.25	Brookville.....	39.90	† 37.90
Hamilton.....	28.60	† 26.60	Ottawa.....	42.10	† 40.10
Niagara Falls.....	31.15	† 29.15	Montreal.....	43.75	† 41.75
Buffalo.....	31.65	† 29.65	Quebec.....	48.75	† 46.75
Toronto.....	29.45	† 27.45	Sherbrooke.....	48.75	† 46.75

† Route R T 170—

R. W.	Same as Route R T 169 to Chicago.....		
	Chicago & Grand Trunk Railway to Durand.....	T	90
	Detroit, Grand Haven & Milwaukee Railway to Detroit.....	T	137
	Grand Trunk Railway to starting point.....	T	58

Fares same as Route R T 169.

† Route R T 171—

R. W.	Same as Route R T 169 to Chicago.....		
	Wabash Railroad to Detroit.....	T	91
	Grand Trunk Railway to starting point.....	T	58

Fares same as Route R T 169.

* Meals and berths included on steamer.

† For tickets (Form T 154) reading via Express Steamer "Manitou" between Sault Ste. Marie and Chicago. Meals and berths are not included in this rate.

** Limited to continuous passage in each direction, and valid only for one month from date of sale.

To CHICAGO and Return.—Continued.

† Route R T 172—

..... \$30.00
 30.70
 31.00
 33.00
 38.00
 38.00

Grand Trunk Railway to Collingwood or Owen Sound.....	T	76
*North Shore Nav. Co.'s Steamer to Sault Ste. Marie.....	T	145
Or—*Great Northern Transit Co.'s Steamer to Sault Ste. Marie.....	T	95
*Lake Michigan & Lake Superior Trans. Co.'s Str. to Chicago.....	T	96
Chicago & Grand Trunk Railway to Port Huron.....	T	147
Grand Trunk Railway to starting point.....	T	142

FORM.

Fares:—

FORM.
 T 58
 T 137
 T 90
 T 78
 T 137
 T 58

London.....†\$26.60 †\$24.60	Kingston.....\$37.80 †\$35.80
St. Thomas.....† 26.80 † 24.80	Brockville.....39.90 † 37.90
Hamilton.....28.60 † 26.60	Ottawa.....42.10 † 40.10
Niagara Falls.....31.15 † 29.15	Montreal.....43.75 † 41.75
Buffalo.....31.65 † 29.65	Quebec.....48.75 † 46.75
Toronto.....29.45 † 27.45	Sherbrooke.....48.75 † 46.75

Marked † are via Owen Sound or Collingwood; not marked, via Collingwood.

† Route R T 173—

..... \$30.00
 30.70
 31.00
 33.00
 38.00
 38.00

R. W. Same as Route R T 172 to Chicago.	
Chicago & Grand Trunk Railway to Durand.....	T 90
Detroit, Grand Haven & Milwaukee Railway to Detroit.....	T 137
Grand Trunk Railway to starting point.....	T 58

Fares same as Route R T 172.

† Route R T 174—

..... T 58
 T 80
 Ste. Marie..... T 97
 T 185
 Chicago..... T 96
 T 147
 T 142

R. W. Same as Route R T 172 to Chicago.	
Wabash Railroad to Detroit.....	T 91
Grand Trunk Railway to starting point.....	T 58

Fares same as Route R T 172.

† Route R T 175—

..... \$30.00
 30.70
 31.00
 33.00
 38.00
 38.00

R. W. Grand Trunk Railway to Port Huron.....	T 142
Port Huron Electric Railway to Dock.....	T 80
*Anchor Line Steamer to Sault Ste. Marie.....	T 88
*Lake Michigan & Lake Superior Trans. Co.'s Steamer to Chicago.....	T 96
Chicago & Grand Trunk Railway to Port Huron.....	T 147
Grand Trunk Railway to starting point.....	T 142

Fares:—

..... T 90
 T 137
 T 58

London.....\$26.35 †\$24.35	Kingston.....\$38.30 †\$36.30
St. Thomas.....26.75 † 24.75	Brockville.....40.40 † 38.40
Hamilton.....29.10 † 27.10	Ottawa.....42.60 † 40.60
Niagara Falls.....31.65 † 29.65	Montreal.....44.25 † 42.25
Buffalo.....32.15 † 30.15	Quebec.....49.25 † 47.25
Toronto.....29.95 † 27.95	Sherbrooke.....49.25 † 47.25

† Route R T 176—

..... T 91
 T 58

R. W. Same as Route R T 175 to Chicago.	
Chicago & Grand Trunk Railway to Durand.....	T 90
Detroit, Grand Haven & Milwaukee Railway to Detroit.....	T 137
Grand Trunk Railway to starting point.....	T 58

Fares same as Route R T 175.

† Route R T 177—

R. W. Same as Route R T 175 to Chicago.	
Wabash Railroad to Detroit.....	T 91
Grand Trunk Railway to starting point.....	T 58

Fares same as Route R T 175.

* Meals and berths included on steamer.

† For tickets (Form T 154) reading by Express Steamer "Manitou" between Sault Ste. Marie and Chicago, meals and berths are not included in this rate.

"Manitou" between Sault
 Ste. Marie and Chicago, meals and berths are not included in this rate.
 only for one month

To CHICAGO and Return.—Continued.

Route R T 178—

FORM.

R. W.	Grand Trunk Railway to Detroit	T	58
	Transfer to Wharf	T	80
	Northern Steamship Co. to Sault Ste. Marie	T	156
	*Lake Michigan & Lake Superior Transit Co. to Chicago	T	96
	Chicago & Grand Trunk Railway to Port Huron	T	147
	Grand Trunk Railway to starting point	T	147

Fares:—

London	\$26.20	†	\$24.20	Kingston	\$40.05	†	\$38.05
St. Thomas	26.35	†	24.35	Brockville	42.15	†	40.15
Hamilton	30.10	†	28.10	Ottawa	44.35	†	42.35
Niagara Falls	32.70	†	30.70	Montreal	45.75	†	43.75
Buffalo	32.70	†	30.70	Quebec	50.75	†	48.75
Toronto	31.70	†	29.70	Sherbrooke	50.75	†	48.75

Route R T 179—

R. W.	Same as Route R T 178 to Chicago		
	Chicago & Grand Trunk Railway to Durand	T	90
	Detroit, Grand Haven & Milwaukee Railway to Detroit	T	137
	Grand Trunk Railway to starting point	T	88

Fares same as Route R T 178.

Route R T 180—

R. W.	Same as Route R T 178 to Chicago		
	Wabash Railroad to Detroit	T	91
	Grand Trunk Railway to starting point	T	58

Fares same as Route R T 178.

Route R T 181—

	Grand Trunk Railway to Sarnia (Tunnel)	T	76
	Sarnia Street Railway to Dock	T	80
	*North West Trans. Co.'s Steamer to Sault Ste. Marie	T	97
	*Lake Michigan & Lake Superior Trans. Co.'s Stra. to Chicago	T	96
	Returning same route.		

Fares:—

London	\$32.00	†	\$28.00	Kingston	\$41.85	†	\$37.85
St. Thomas	32.35	†	28.35	Brockville	43.95	†	39.95
Hamilton	33.50	†	29.50	Ottawa	46.35	†	42.35
Niagara Falls	35.75	†	31.75	Montreal	50.00	†	46.00
Buffalo	36.70	†	32.70	Quebec	55.00	†	51.00
Toronto	33.50	†	29.50	Sherbrooke	55.00	†	51.00

** Route R T 182—

	Grand Trunk Railway to **Collingwood or Owen Sound	T	76
	*Great Northern Transit Co.'s Steamer to Sault Ste. Marie	T	95
	Or—*North Shore Navigation Co.'s Steamer to Sault Ste. Marie	T	145
	*Lake Mich. & Lake Superior Trans. Co.'s Steamer to Chicago	T	96
	Returning same route.		

Fares:—

London	\$29.50	†	\$31.50	†	\$33.50	Kingston	\$37.85	†	\$39.85	†	\$41.85
St. Thomas	29.50	†	31.50	†	33.50	Brockville	39.95	†	41.95	†	43.95
Hamilton	29.50	†	31.50	†	33.50	Ottawa	42.35	†	44.35	†	46.35
Niagara Falls	31.75	†	33.75	†	35.75	Montreal	46.00	†	48.00	†	50.00
Buffalo	33.70	†	34.70	†	36.70	Quebec	51.00	†	53.00	†	55.00
Toronto	29.50	†	31.50	†	33.50	Sherbrooke	51.00	†	53.00	†	55.00

* Meals and berths included on steamer.

† For tickets (Form T 154) reading via Express steamer "Manitou" between Sault Ste. Marie and Chicago, meals and berths are not included in this rate.

** Via Collingwood, except tickets from London or St. Thomas, which may be routed via Owen Sound or Collingwood.

† In effect during July and August only. Meals and berths included.

‡ In effect during June and September. Meals and berths included.

To CHICAGO and Return.—*Concluded.*

Route R T 183—

FORM.

Grand Trunk Railway to Port Huron	T	76
Port Huron Electric Railway to Dock	T	80
*Anchor Line Steamer to Sault Ste. Marie	T	88
*Lake Mich. & Lake Superior Trans. Co.'s Steamer to Chicago	T	96
Returning same route.		

Fares \$3.00 higher than Route R T 181.

Route R T 184—

Grand Trunk Railway to Detroit	T	58
Northern Steamship Co. to Sault Ste. Marie	T	156
*Lake Mich. & Lake Superior Transit Co. to Chicago	T	96
Returning same route.		

Fares:—

London	\$33.70	\$29.70	Kingston	\$47.35	\$43.35
St. Thomas	33.60	29.60	Brockville	50.00	46.00
Hamilton	37.50	33.50	Ottawa	51.85	47.85
Niagara Falls	40.00	36.00	Montreal	53.50	49.50
Buffalo	40.00	36.00	Quebec	59.50	55.50
Toronto	39.00	35.00	Sherbrooke	59.50	55.50

Route R T 185—

Grand Trunk Railway to Suspension Bridge (or Niagara Falls)	T	60
New York Central & Hudson River Railroad, Susp. Bridge to Buffalo	T	127
Or—Erie Railroad, Niagara Falls to Buffalo	T	77
*Anchor Line Steamers to Sault Ste. Marie	T	88
*Lake Mich. & Lake Superior Trans. Co. to Chicago	T	96
Chicago & Grand Trunk Railway to Port Huron	T	90
Grand Trunk Railway to starting point	T	142

Fares:—

London	\$33.20	\$31.20	Brockville	\$45.55	\$43.55
St. Thomas	33.20	31.20	Ottawa	47.85	45.85
Hamilton	33.20	31.20	Montreal	49.50	47.50
Toronto	35.20	33.20	Quebec	54.50	52.50
Kingston	43.55	41.55	Sherbrooke	54.50	52.50

To DULUTH, Minn., and Return.

Route R T 186—

Grand Trunk Railway to Sarnia (Tunnel)	}	568 R
Sarnia Street Railway to Dock		
*North-West Transportation Co.'s Steamer to Duluth		
Returning same route.		

Fares:—

London	\$31.00	Kingston	\$40.85
St. Thomas	31.35	Brockville	42.95
Hamilton	32.50	Ottawa	45.35
Niagara Falls	34.75	Montreal	49.00
Buffalo	35.70	Quebec	54.00
Toronto	32.50	Sherbrooke	54.00

Route R T 187—

Grand Trunk Railway to Port Huron	}	773 R
Port Huron Electric Railway to Dock		
*Anchor Line Steamer to Duluth		
Returning same route.		

Fares \$7.00 higher than for Route R T 186.

* Meals and berths included on steamer.

† For tickets (Form T 184) reading via Express steamer "Maulton" between Sault Ste. Marie and Chicago, meals and berths are not included in this rate.

To DULUTH, Minn., and Return.—Continued.

Route R T 188—

FORM.

Grand Trunk Railway to Detroit.....	T	76
Northern Steamship Co. to Duluth.....	T	158
Returning same route.....		

Fares:—

London.....	†\$26.70	Kingston.....	\$40.85
St. Thomas.....	† 26.80	Brockville.....	43.00
Hamilton.....	† 30.50	Ottawa.....	44.85
Niagara Falls.....	† 33.00	Montreal.....	46.50
Buffalo.....	† 33.00	Quebec.....	51.50
Toronto.....	† 32.00	Sherbrooke.....	51.50

† Route R T 189—

Grand Trunk Railway to Sarnia (Tunnel).....	T	76
Sarnia Street Railway to Dock.....	T	80
*North-West Transportation Co's Steamer to Duluth.....	T	97
Transfer to Duluth Depot.....	T	80
{ St. Paul & Duluth Railroad to St. Paul.....	T	98
{ Or—Chicago, St. Paul, Minneapolis & Omaha Railway to St. Paul.....	T	94
{ Or—Great Northern Railway to St. Paul.....	T	99
Choice of six routes to Chicago, as follows:—		
Chicago & Northwestern Ry. to Chicago via Elroy.....	T	93
Chicago, Milwaukee & St. Paul Railway to Chicago.....	T	118
Chicago Great Western Railway to Chicago.....	T	119
Wisconsin Central Line to Chicago.....	T	89
Albert Lea Route—M. & St. L., B. C. R. & N., C. R. I. & P. to Chicago.....	T	138
{ Chicago, Burlington & Northern Railroad to Oregon.....	T	122
{ Chicago & Iowa Railroad to Aurora.....	T	121
{ Chicago, Burlington & Quincy Railroad to Chicago.....	T	120
Transfer to Chicago & Grand Trunk Depot.....	T	80
Chicago & Grand Trunk Railway to Port Huron.....	T	147
Grand Trunk Railway to starting point.....	T	142

Fares:—

London.....	\$35.85	Kingston.....	\$47.80
St. Thomas.....	36.25	Brockville.....	49.90
Hamilton.....	38.60	Ottawa.....	52.10
Niagara Falls.....	41.15	Montreal.....	53.75
Buffalo.....	41.65	Quebec.....	58.75
Toronto.....	39.45	Sherbrooke.....	58.75

† Route R T 190—

Same as Route R T 189 to Duluth and return to Chicago.....		
W. Transfer to Wabash Railroad Depot.....	T	80
R. Wabash Railroad to Detroit.....	T	91
Grand Trunk Railway to starting point.....	T	58

Fares same as Route R T 189.

† Route R T 191—

Grand Trunk Railway to Port Huron.....	T	142
Port Huron Electric Railway to Dock.....	T	80
*Anchor Line Steamer to Duluth.....	T	88
Same as Route R T 189 to starting point.....		

Fares \$3.50 higher than for Route R T 189.

† Route R T 192—

Same as Route R T 191 to Duluth and return to Chicago.....		
W. Transfer to Wabash Railroad Depot.....	T	80
R. Wabash Railroad to Detroit.....	T	91
Grand Trunk Railway to starting point.....	T	58

Fares same as Route R T 191.

- * Meals and berths included on steamer.
- † Limited to one month from date of sale.

To DULUTH, Minn., and Return.—Continued.

Route R T 193—

	FORM.
Grand Trunk Railway to Sarnia (Tunnel)	T 76
Sarnia Street Railway to Dock	T 80
*North West Trans. Co.'s Steamer to Duluth	T 97
Transfer to Railroad Depot	T 80
{ Northern Pacific Railroad to Ashland	T 100
{ Chicago & North Western Railway to Chicago	T 93
R. W. { Northern Pacific Railroad to Ashland	T 100
{ Wisconsin Central Line to Chicago	T 89
Chicago & North-Western Railway to Chicago	T 93
Transfer to Chicago & Grand Trunk Depot	T 80
Chicago & Grand Trunk Railway to Port Huron	T 147
Grand Trunk Railway to starting point	T 142

Fares same as Route R T 189.

Route R T 194—

Grand Trunk Railway to Port Huron	T 142
Port Huron Electric Railway to Dock	T 80
*Anchor Line Steamer to Duluth	T 88
Returning same as Route R T 193.	

Fares \$3.50 higher than for Route R T 189.

Route R T 195—

Grand Trunk Railway to Sarnia (Tunnel)	T 76
Sarnia Street Railway to Dock	T 80
*North-West Trans. Co.'s Steamer to Duluth	T 97
Duluth, South Shore & Atlantic Railway to Sault Ste. Marie	T 104
Canadian Pacific Railway to North Bay	T 105
Grand Trunk Railway to starting point	T 76

Fares:—

London	\$35.75	Kingston	\$44.10
St. Thomas	35.75	Brockville	48.20
Hamilton	35.75	Ottawa	48.60
Niagara Falls	38.00	Montreal	52.25
Buffalo	38.95	Quebec	57.25
Toronto	35.75	Sherbrooke	57.25

Route R T 196—

Grand Trunk Railway to Owen Sound or † Collingwood	T 76
*North Shore Nav. Co.'s Steamer to Sault Ste. Marie	T 145
Or—*Great Northern Transit Co.'s Steamer to Sault Ste. Marie	T 95
North-West Trans. Co.'s Steamer to Duluth	T 97
Same as Route R T 195 to starting point.	

Fares same as Route R T 195.

Route R T 197—

Grand Trunk Railway to North Bay	T 76
Canadian Pacific Railway to Sault Ste. Marie	T 105
Duluth, South Shore & Atlantic Railway to Duluth	T 104
Returning same route.	

Fares:—

London	\$38.00	Kingston	\$46.35
St. Thomas	38.00	Brockville	48.45
Hamilton	38.00	Ottawa	49.10
Niagara Falls	40.25	Montreal	53.00
Buffalo	41.20	Quebec	58.00
Toronto	38.00	Sherbrooke	58.00

* Meals and berths included on steamer.

† From London and St. Thomas via Owen Sound or Collingwood, other points via Collingwood only.

To DULUTH, Minn., and Return.—Concluded.

Route R T 198—

FORM.

Grand Trunk Railway to Suspension Bridge (or Niagara Falls)	T	60
Erie R. R. Niagara Falls to Buffalo	T	77
Or—New York Central & Hudson River Railroad, Suspension Bridge to Buffalo	T	127
*Anchor Line Steamer to Duluth	T	88
Returning same as Route R T 189 or R T 193.		

Fares:—

London	\$46.20	Brockville	\$58.65
St. Thomas	46.20	Ottawa	60.85
Hamilton	46.20	Montreal	62.50
Toronto	48.20	Quebec	67.50
Kingston	56.55	Sherbrooke	67.50

Route R T 199—

Grand Trunk Railway to Suspension Bridge (or Niagara Falls)	T	60
Erie Railroad, Niagara Falls to Buffalo	T	77
Or—New York Central & Hudson River Railroad, Suspension Bridge to Buffalo	T	127
Northern Steamship Co. to Duluth	T	156
Returning same as Route R T 189 or R T 193.		

Fares:—

London	\$40.70	Brockville	\$52.15
St. Thomas	40.70	Ottawa	54.55
Hamilton	40.70	Montreal	56.70
Toronto	41.70	Quebec	61.70
Kingston	49.05	Sherbrooke	61.70

To PORT WILLIAM (PORT ARTHUR), Ont., and Return.

† Route R T 200—

Grand Trunk Railway to Sarnia (Tunnel)		
Sarnia Street Railway to Dock		
*North-West Transportation Co.'s Steamer to Fort William		568 R
Return same route.		

Fares:—

London	\$29.00	Kingston	\$38.85
St. Thomas	29.35	Brockville	40.95
Hamilton	30.50	Ottawa	43.35
Niagara Falls	32.75	Montreal	47.00
Buffalo	33.70	Quebec	52.00
Toronto	30.50	Sherbrooke	52.00

† Route R T 201—

Grand Trunk Railway to Sarnia (Tunnel)	T	76
Sarnia Street Railway to Dock	T	80
*North-West Transportation Co.'s Steamer to Fort William	T	97
Canadian Pacific Railway to North Bay	T	105
Grand Trunk Railway to starting point	T	76
		5066R

Fares:—

London	\$33.00	Kingston	\$41.35
St. Thomas	33.00	Brockville	43.45
Hamilton	33.00	Ottawa	45.85
Niagara Falls	35.25	Montreal	49.50
Buffalo	36.20	Quebec	54.50
Toronto	33.00	Sherbrooke	54.50

* Meals and berths included on steamer.

To FRENCH RIVER, Ont., and Return.

(On sale July 1st to Sept. 1st. Tickets valid until Oct. 31st.)

† Route R T 202—

Grand Trunk Railway to Midland or Penetang via Toronto..... }
 *North Shore Navigation Co.'s Steamer to French River..... } 5516 R
 Return same route.

Fares:—

Detroit.....	\$18.10	Toronto.....	\$10.50
Port Huron.....	16.25	Kingston.....	19.50
London.....	13.15	Brockville.....	21.80
St. Thomas.....	13.70	Ottawa.....	23.50
Hamilton.....	10.50	Montreal.....	24.50
Niagara Falls.....	12.75	Quebec.....	29.50
Buffalo.....	13.70	Sherbrooke.....	29.50

To MACKINAC ISLAND and SAULT STE. MARIE and Return.

(On sale July 1st to August 26th. Tickets must be limited to August 31st.)

† Route R T 203—

Grand Trunk Railway to Collingwood or Owen Sound { 5516 R via Collingwood.
 *North Shore Nav. Co.'s Steamer to Mackinac Island. { 5912 R via Owen Sound.
 Return same route.

Fares:—

London.....	†\$18.50	Kingston.....	\$26.85
St. Thomas.....	† 18.50	Brockville.....	28.95
Hamilton.....	18.50	Ottawa.....	31.35
Niagara Falls.....	20.75	Montreal.....	35.00
Buffalo.....	21.70	Quebec.....	40.00
Toronto.....	18.50	Sherbrooke.....	40.00

Marked †, via Owen Sound or Collingwood; not marked, via Collingwood only.

† Route R T 204—

Grand Trunk Railway to Collingwood or Owen Sound { 4378 R via Owen Sound.
 *Great Northern Transit Co.'s St'm'r to Mackinac Isl'd. { 4808 R via Collingwood.
 Returning same route.

Fares same as Route R T 203.

Route R T 205—

Grand Trunk Railway to Collingwood or Owen Sound.....	T	76
*North Shore Nav. Co.'s Steamer to Mackinac Island.....	T	145
Or—*Great Northern Transit Co.'s Steamer to Mackinac Island.....	T	95
Detroit and Cleveland Steam Navigation Co. to Detroit.....	T	101
Transfer to Depot.....	T	80
Grand Trunk Railway to starting point.....	T	58

Fares:—

London.....	†\$17.25	Kingston.....	\$25.60
St. Thomas.....	† 17.25	Brockville.....	27.70
Hamilton.....	17.25	Ottawa.....	30.10
Niagara Falls.....	19.50	Montreal.....	33.75
Buffalo.....	20.45	Quebec.....	38.75
Toronto.....	17.25	Sherbrooke.....	38.75

Marked †, via Owen Sound or Collingwood; not marked, via Collingwood only.

* Meals and berths included on steamer.

To MACKINAC ISLAND and Return.

(On sale July 1st to September 30th. Tickets limited to October 31st.)

† Route R T 206—

FORM.

Grand Trunk Railway to Port Huron	} 4412 R
Port Huron Electric Railway to Dock	
Detroit & Cleveland Steam Nav. Co. to Mackinac Island	
OR	
Grand Trunk Railway to Detroit	} 4448 R
Transfer to Dock	
Detroit & Cleveland Steam Nav. Co. to Mackinac Island	
Returning same route.	

Fares:—

London	\$10.50	Kingston	\$20.35
St. Thomas	10.85	Brockville	22.45
Hamilton	12.00	Ottawa	24.85
Niagara Falls	14.35	Montreal	28.50
Buffalo	15.20	Quebec	33.60
Toronto	12.00	Sherbrooke	33.60

Route R T 207—

Grand Trunk Railway to Detroit	T	58
Michigan Central Railroad to Mackinaw City	T	102
Mackinac Trans. Co.'s Steamer to Mackinac Island	T	103
Returning same route.		

Fares:—

London	\$17.15	Kingston	\$30.85
St. Thomas	17.15	Brockville	32.95
Hamilton	21.00	Ottawa	33.35
Niagara Falls	22.05	Montreal	37.60
Buffalo	22.05	Quebec	42.60
Toronto	22.50	Sherbrooke	42.60

Route R T 208—

Grand Trunk Railway to Collingwood or Owen Sound	T	76
*North Shore Nav. Co.'s Steamer to Sault Ste. Marie	T	145
Or—*Great Northern Transit Co.'s Steamer to Sault Ste. Marie	T	95
Steamer to Mackinaw City	T	78
Michigan Central Railroad to Detroit	T	102
Grand Trunk Railway to starting point	T	58

Fares:—

London	†\$22.65	Kingston	\$31.00
St. Thomas	† 22.65	Brockville	33.10
Hamilton	22.65	Ottawa	35.50
Niagara Falls	24.90	Montreal	39.15
Buffalo	25.85	Quebec	44.15
Toronto	22.65	Sherbrooke	44.15

Marked †, via Owen Sound or Collingwood; not marked, via Collingwood only.

Route R T 209—

Grand Trunk Railway to Port Huron (T 149) or Detroit (T 58)		
Transfer to Dock	T	80
Detroit & Cleveland S. N. Co.'s Steamer to Mackinac Island	T	101
Mackinac Trans. Co.'s Steamer to Mackinaw City	T	103
Michigan Central Railroad to Detroit	T	102
Grand Trunk Railway to starting point	T	58

Fares:—

London	\$14.95	Kingston	\$26.20
St. Thomas	14.85	Brockville	28.30
Hamilton	17.10	Ottawa	30.70
Niagara Falls	19.75	Montreal	34.35
Buffalo	19.75	Quebec	39.35
Toronto	17.85	Sherbrooke	39.35

* Meals and berths included on steamer.

To MARQUETTE, Mich., and Return.

Route R T 210—

FORM

Grand Trunk Railway to Port Huron.....	} 773 R
Port Huron Electric Railway to Dock.....	
*Anchor Line Steamer to Marquette.....	
Return same route.....	

Fares:—

London.....	\$25.00	Kingston.....	\$34.85
St. Thomas.....	25.35	Brockville.....	36.95
Hamilton.....	26.50	Ottawa.....	39.15
Niagara Falls.....	28.75	Montreal.....	43.00
Buffalo.....	29.70	Quebec.....	48.00
Toronto.....	26.50	Sherbrooke.....	48.00

Route R T 211—

Grand Trunk Railway to Sarnia (Tunnel).....	T	76
Sarnia Street Railway to Dock.....	T	80
*North-West Trans. Co's Steamer to Sault Ste. Marie.....	T	97
Duluth, South Shore & Atlantic Railroad to Marquette.....	T	104
Return same route.....		

Fares:—

London.....	\$24.50	Kingston.....	\$34.35
St. Thomas.....	24.85	Brockville.....	36.45
Hamilton.....	26.00	Ottawa.....	38.85
Niagara Falls.....	28.25	Montreal.....	42.50
Buffalo.....	29.20	Quebec.....	47.50
Toronto.....	26.00	Sherbrooke.....	47.50

Route R T 212—

Grand Trunk Railway to Port Huron.....	T	76
Port Huron Electric Railway to Dock.....	T	80
*Anchor Line Steamer to Sault Ste. Marie.....	T	83
Duluth, South Shore & Atlantic Railroad to Marquette.....	T	104
Return same route.....		

Fares \$3.00 higher than Route R T 211.

Route R T 213—

Grand Trunk Railway to Collingwood or Owen Sound.....	T	76
*North Shore Nav. Co's Steamer to Sault Ste. Marie.....	T	145
Or—*Great Northern Transit Co's Steamer to Sault Ste. Marie.....	T	95
Duluth, South Shore & Atlantic Railroad to Marquette.....	T	104
Return same route.....		

Fares:—

London.....	†\$28.00	Kingston.....	\$36.35
St. Thomas.....	† 28.00	Brockville.....	38.45
Hamilton.....	28.00	Ottawa.....	40.85
Niagara Falls.....	30.25	Montreal.....	44.50
Buffalo.....	31.20	Quebec.....	49.50
Toronto.....	28.00	Sherbrooke.....	49.50

Marked †, via Owen Sound or Collingwood; not marked, via Collingwood.

Route R T 214—

Grand Trunk Railway to Port Huron (T 142) or Detroit (T 58).....		
Transfer to Dock.....	T	80
Detroit & Cleveland S. N. Co's Steamer to St. Ignace.....	T	101
Duluth, South Shore & Atlantic Railroad to Marquette.....	T	104

Fares:—

London.....	\$20.00	Kingston.....	\$29.85
St. Thomas.....	20.35	Brockville.....	31.95
Hamilton.....	21.50	Ottawa.....	34.35
Niagara Falls.....	23.75	Montreal.....	38.00
Buffalo.....	24.70	Quebec.....	43.00
Toronto.....	21.50	Sherbrooke.....	43.00

*Meals and berths included on steamer.

To MARQUETTE, MICH., and Return.—*Concluded.*

Route R T 215—

Grand Trunk Railway to Collingwood or Owen Sound.....	T	76
*North Shore Nav. Co's Steamer to Sault Ste. Marie.....	T	145
Or—*Great Northern Transit Co's Steamer to Sault Ste. Marie.....	T	95
*Anchor Line Steamer to Marquette.....	T	88
*Anchor Line Steamer to Port Huron.....	T	88
Port Huron Electric Railway to Station.....	T	80
Grand Trunk Railway to starting point.....	T	142

FORM.

Fares:—

London.....	†\$27.25	Kingston.....	\$35.60
St. Thomas.....	† 27.25	Brockville.....	37.70
Hamilton.....	27.25	Ottawa.....	39.90
Niagara Falls.....	29.50	Montreal.....	43.60
Buffalo.....	30.00	Quebec.....	48.60
Toronto.....	27.00	Sherbrooke.....	48.60

Marked †, via Owen Sound or Collingwood; not marked, via Collingwood only.

Route R T 216—

Grand Trunk Railway to Port Huron.....	T	142
Port Huron Electric Railway to Dock.....	T	80
*Anchor Line Steamer to Marquette.....	T	88
Duluth, South Shore & Atlantic Railroad to St. Ignace.....	T	104
Mackinac Transportation Co's Steamer to Mackinaw City.....	T	103
Michigan Central Railroad to Detroit.....	T	102
Grand Trunk Railway to starting point.....	T	58

Fares:—

London.....	\$26.95	Kingston.....	\$38.70
St. Thomas.....	27.15	Brockville.....	40.80
Hamilton.....	29.60	Ottawa.....	43.20
Niagara Falls.....	32.05	Montreal.....	46.85
Buffalo.....	32.55	Quebec.....	51.85
Toronto.....	30.35	Sherbrooke.....	51.85

To MILWAUKEE, WIS., and Return.

† Route R T 217—

Grand Trunk Railway to Port Huron.....	}	63-31R
Chicago & Grand Trunk Railway to Durand.....		
Detroit, Grand Haven & Milwaukee Ry. and Steamer to Milwaukee...		
Return same route.		

Fares:—

London.....	†\$16.65	Kingston.....	\$30.00
St. Thomas.....	† 17.05	Brockville.....	30.00
Hamilton.....	† 20.90	Ottawa.....	31.00
Niagara Falls.....	† 21.00	Montreal.....	33.00
Buffalo.....	† 21.00	Quebec.....	38.00
Toronto.....	† 22.35	Sherbrooke.....	38.00

† Route R T 218—

Grand Trunk Railway to Detroit.....	} 72-10
Detroit, Grand Haven & Milwaukee Ry. & St'r to Milwaukee.....	
Return same route.	

Fares same as Route R T 217.

To MOUNT CLEMENS, Mich., and Return.

Route R T 219—

Grand Trunk Railway to Mount Clemens via Port Huron.....	}	1RT
Returning same route.....		

* Meals and berths included on steamer.

† Good only for one month.

To MOUNT CLEMENS, Mich., and Return.

Fares:—

London (limited 1 month)...	\$ 5.05	Kingston.....	\$18.65
St. Thomas	5.30	Brockville.....	20.75
Hamilton	8.90	Ottawa.....	23.15
Niagara Falls.....	11.25	Montreal.....	25.50
Buffalo	12.00	Quebec.....	30.50
Toronto (limited 1 month)...	10.30	Sherbrooke.....	30.50

Route R T 220—

W. Grand Trunk Railway to Mount Clemens via Detroit.....	} 1 R T
R. Returning same route or via Port Huron.....	

Fares:—

London (limited 1 month)...	\$ 5.70	Kingston.....	\$18.35
St. Thomas	5.70	Brockville.....	22.00
Hamilton	9.50	Ottawa.....	23.85
Niagara Falls.....	11.25	Montreal.....	25.50
Buffalo	12.00	Quebec.....	30.50
Toronto (limited 1 month)...	11.00	Sherbrooke.....	30.50

To MINNEAPOLIS and Return.

(See St. Paul.)

To NEPIGON, Ont., and Return.

Route R T 221—

Grand Trunk Railway to Sarnia (Tunnel)	T	76
Sarnia Street Railway to Dock.....	T	80
*North-West Trans. Co.'s Steamer to Fort William.....	T	97
Canadian Pacific Railway to Nepigon.....	T	105
Canadian Pacific Railway to North Bay.....	T	105
Grand Trunk Railway to starting point.....	T	76

Fares same as Route R T 201.

To PACIFIC COAST, and Return.

(PORTLAND, SEATTLE, TACOMA, VANCOUVER AND VICTORIA.)

Tickets good for nine months, and carrying stop-over privileges, are on sale at all principal Grand Trunk Offices. Passengers are offered a great variety of routes, and side-trips may be made taking in points of interest off the main line. Full particulars as to fares, etc., will be furnished on application to any City or Station Ticket Office of the Company. The following fares are applicable by direct routes via Chicago each way.

Fares:—

London.....	\$125.15	Kingston.....	\$139.00
St. Thomas.....	125.15	Brockville.....	141.00
Hamilton.....	129.00	Ottawa.....	141.50
Niagara Falls.....	129.20	Montreal.....	141.50
Buffalo.....	129.20	Quebec.....	146.50
Toronto.....	130.85	Sherbrooke.....	143.90

* Meals and berths included on steamer.

|| Limit to 90 days.

To PORTAGE LAKE, (HOUGHTON and HANCOCK) and Return.

‡ Route R T 222—

FORM.

Grand Trunk Railway to Port Huron	} 773 R
Port Huron Electric Railway to Dock	
*Anchor Line Steamer to Portage Lake	
Return same route.	

Fares:—

London	\$29.00	Kingston	\$38.85
St. Thomas	29.35	Brockville	40.95
Hamilton	30.50	Ottawa	43.35
Niagara Falls	32.75	Montreal	47.00
Buffalo	33.70	Quebec	52.00
Toronto	30.50	Sherbrooke	52.00

Route R T 223—

Grand Trunk Railway to Sarnia (Tunnel)	T	76
Sarnia Street Railway to Dock	T	80
*North-West Trans. Co.'s Steamer to Sault Ste. Marie	T	97
Duluth, South Shore & Atlantic Railway to Houghton	T	104
Return same route.		

Fares:—

London	\$30.80	Kingston	\$40.45
St. Thomas	30.95	Brockville	42.55
Hamilton	32.10	Ottawa	44.95
Niagara Falls	34.35	Montreal	48.60
Buffalo	35.30	Quebec	53.60
Toronto	32.10	Sherbrooke	53.60

Route R T 224—

Grand Trunk Railway to Collingwood or Owen Sound	T	76
*North Shore Navigation Co.'s Steamer to Sault Ste. Marie	T	145
Or—*Great Northern Transit Co.'s Steamer to Sault Ste. Marie	T	95
Duluth, South Shore & Atlantic Railway to Houghton	T	104
Return same route.		

Fares:—

London	†\$34.10	Kingston	\$42.45
St. Thomas	† 34.10	Brockville	44.55
Hamilton	34.10	Ottawa	46.95
Niagara Falls	36.35	Montreal	50.60
Buffalo	37.30	Quebec	55.60
Toronto	34.10	Sherbrooke	55.60

Marked †, via Owen Sound or Collingwood; not marked, via Collingwood only.

‡ Route R T 225—

Grand Trunk Railway to Port Huron (T 142) or Detroit (T 58)		
Transfer to Dock	T	80
Detroit & Cleveland S. N. Co.'s Steamer to St. Ignace	T	101
Duluth, South Shore & Atlantic Railway to Houghton	T	104
Return same route.		

Fares:—

London	\$26.10	Kingston	\$35.95
St. Thomas	26.45	Brockville	38.05
Hamilton	27.60	Ottawa	40.45
Niagara Falls	29.85	Montreal	44.10
Buffalo	30.80	Quebec	49.10
Toronto	27.60	Sherbrooke	49.10

* Meals and berths included on steamer.

To PORTAGE LAKE, (HOUGHTON and HANCOCK) and Return.—

Concluded.

Route R T 226—

	FORM.
Grand Trunk Railway to Port Huron.....	T 142
Port Huron Electric Railway to Dock.....	T 80
*Anchor Line Steamer to Sault Ste. Marie.....	T 88
Duluth, South Shore & Atlantic Railway to Houghton.....	T 104
Return same route.....	T 104

Fares \$1.00 higher than Route R T 224 (except London \$33.60, St. Thomas \$33.95.)

Route R T 227—

	FORM.
Grand Trunk Railway to Port Huron.....	T 142
Port Huron Electric Railway to Dock.....	T 80
*Anchor Line Steamer to Portage Lake (Houghton).....	T 88
Duluth, South Shore & Atlantic Railway to St. Ignace.....	T 104
Mackinac Trans. Co's Steamer to Mackinaw City.....	T 103
Michigan Central Railroad to Detroit.....	T 102
Grand Trunk Railway to starting point.....	T 58

Fares:—

London.....	\$33.45	Kingston.....	\$45.20
St. Thomas.....	33.65	Brockville.....	47.30
Hamilton.....	36.10	Ottawa.....	49.70
Niagara Falls.....	38.55	Montreal.....	53.35
Buffalo.....	39.15	Quebec.....	58.35
Toronto.....	36.85	Sherbrooke.....	58.35

Route R T 228—

Grand Trunk Railway to Collingwood or Owen Sound.....	T 76
*North Shore Navigation Co's Steamer to Sault Ste. Marie.....	T 145
Or—*Great Northern Transit Co's Steamer to Sault Ste. Marie.....	T 95
*Anchor Line Steamer to Portage Lake.....	T 88
*Anchor Line Steamer to Port Huron.....	T 88
Port Huron Electric Railway to Station.....	T 80
Grand Trunk Railway to starting point.....	T 76

Fares:—

London.....	†\$31.25	Kingston.....	\$40.35
St. Thomas.....	31.45	Brockville.....	42.45
Hamilton.....	32.00	Ottawa.....	44.85
Niagara Falls.....	34.25	Montreal.....	48.50
Buffalo.....	35.20	Quebec.....	53.50
Toronto.....	32.00	Sherbrooke.....	53.50

Marked †, via Owen Sound or Collingwood; not marked, via Collingwood only.

To PORT ARTHUR, Ont., and Return.

(See Fort William, Ont.)

To ST. PAUL or MINNEAPOLIS, and Return.

Route R T 229—

Grand Trunk Railway to Port Huron.....	} Spl 63-23
Chicago & Grand Trunk Railway to Chicago.....	
Choice of six lines to St. Paul or Minneapolis.....	
Return same route.....	

Fares:—

London.....	\$35.15	Kingston.....	\$49.20
St. Thomas.....	35.15	Brockville.....	50.00
Hamilton.....	40.70	Ottawa.....	51.00
Niagara Falls.....	41.00	Montreal.....	53.00
Buffalo.....	41.00	Quebec.....	58.00
Toronto.....	40.85	Sherbrooke.....	58.00

* Meals and berths included on steamer.
† Valid for one month.

To ST. PAUL or MINNEAPOLIS and Return.—Continued.

Route R T 230—

FORM.

Grand Trunk Railway to Detroit.....	} Ex 75
Wabash Railroad to Chicago.....	
Choice of six lines to St. Paul or Minneapolis.....	
Return same route.	

Fares same as Route R T 229.

Route R T 231—

Grand Trunk Railway to Port Huron.....	} Ex 72
Chicago & Grand Trunk Railway to Durand.....	
Detroit, Grand Haven & Milwaukee Railway and Steamer to Milwaukee	
Choice of three lines (C. & N. W. Railway, C. M. & St. P. Railway, and Wisconsin Central Line) to St. Paul or Minneapolis.....	
Return same route.	

Fares:—

London.....	\$33.15	Kingston.....	\$47.20
St. Thomas.....	33.15	Brockville.....	48.00
Hamilton.....	38.70	Ottawa.....	49.00
Niagara Falls.....	39.00	Montreal.....	61.00
Buffalo.....	39.00	Quebec.....	68.00
Toronto.....	38.85	Sherbrooke.....	66.00

Route R T 232—

Grand Trunk Railway to Detroit.....	} Ex 72
Detroit, Grand Haven & Milwaukee Ry. and Str. to Milwaukee.....	
Choice of three lines (C. & N. W. Ry., C. M. & St. P. Ry., and Wisconsin Central Line) to St. Paul or Minneapolis.....	
Return same route.	

Fares same as Route R T 231.

Route R T 233—

Grand Trunk Railway to Sarnia (Tunnel).....	T	76
Sarnia Street Railway to Dock.....	T	80
*North West Transportation Co's Steamer to Duluth.....	T	97
Transfer to Depot.....	T	80
St. Paul & Duluth Railway to St. Paul.....	T	98
Or—Great Northern Railway Line to St. Paul.....	T	99
Or—Chicago, St. Paul, Minn. & Omaha Railway to St. Paul.....	T	94
Return same route.		

Fares:—

London.....	\$38.00	Kingston.....	\$47.85
St. Thomas.....	38.35	Brockville.....	49.95
Hamilton.....	39.50	Ottawa.....	52.35
Niagara Falls.....	41.75	Montreal.....	58.00
Buffalo.....	42.70	Quebec.....	61.00
Toronto.....	39.50	Sherbrooke.....	61.00

Route R T 234—

Grand Trunk Railway to Sarnia (Tunnel).....	T	76
Sarnia Street Railway to Dock.....	T	80
*North West Transportation Co's Steamer to Sault Ste. Marie.....	T	97
Minneapolis, St. Paul & Sault Ste. Marie Ry. to St. Paul or Minneapolis.....	T	135
Return same as going journey.		

Fares:—

London.....	\$35.00	Kingston.....	\$44.85
St. Thomas.....	35.35	Brockville.....	46.95
Hamilton.....	36.50	Ottawa.....	49.35
Niagara Falls.....	38.75	Montreal.....	53.00
Buffalo.....	39.70	Quebec.....	58.00
Toronto.....	36.50	Sherbrooke.....	58.00

* Meals and berths included on steamer.

To ST. PAUL or MINNEAPOLIS and Return.—Concluded.

Route R T 235—

Grand Trunk Railway to Port Huron.....	T	76
Port Huron Electric Railway to Dock.....	T	80
*Anchor Line Steamer to Duluth.....	T	88
Same as Route R T 233 to destination.		
Return same route.		

Fares \$7.00 higher than Route R T 233.

Route R T 236—

Grand Trunk Railway to Detroit.....	T	76
Transfer to Dock.....	T	80
Northern Steamship Co. to Duluth.....	T	156
Same as Route R T 231 to destination.		
Return same route.		

Fares:—

London.....	†\$23.70	Kingston.....	\$47.35
St. Thomas.....	† 33.60	Brockville.....	50.00
Hamilton.....	† 37.50	Ottawa.....	51.85
Niagara Falls.....	† 40.00	Montreal.....	53.50
Buffalo.....	† 40.00	Quebec.....	58.50
Toronto.....	† 39.00	Sherbrooke.....	53.50

To SAULT STE. MARIE and Return.

† Route R T 237—

Grand Trunk Railway to Sarnia (Tunnel).....	} 568 R
Sarnia Street Railway to Dock.....	
*North West Transportation Co's Steamer to Sault Ste. Marie.....	
Return same route.	

Fares:—

London.....	\$15.00	Kingston.....	\$24.85
St. Thomas.....	15.35	Brockville.....	26.95
Hamilton.....	16.50	Ottawa.....	29.35
Niagara Falls.....	18.75	Montreal.....	33.00
Buffalo.....	19.70	Quebec.....	38.00
Toronto.....	16.50	Sherbrooke.....	38.00

Route R T 238—

Grand Trunk Railway to Windsor.....	T	76
*North West Transportation Co. to Sault Ste. Marie.....	T	97
Returning same route.		

Fares \$3.00 higher than Route R T 237.

Route R T 239—

Grand Trunk Railway to Port Huron	} 773 R
Port Huron Electric Railway to Dock	
*Anchor Line Steamer to Sault Ste. Marie.....	
Return same route.	

Fares \$3.00 higher than Route R T 237.

† Route R T 240—

Grand Trunk Railway to Collingwood or Owen Sound....	} 5516 R via Collingwood
*North Shore Nav. Co's Str. to Sault Ste. Marie.....	
Return same route.	} 5912 R via Owen Sound

* Meals and berths included on steamer.

† Limited to one month.

To SAULT STE. MARIE and Return.—Continued.

Fares:—

London.....	†\$18.50	Kingston.....	\$26.85
St. Thomas.....	† 18.50	Brockville.....	28.95
Hamilton.....	18.50	Ottawa.....	31.35
Niagara Falls.....	20.75	Montreal.....	35.00
Buffalo.....	21.70	Quebec.....	40.00
Toronto.....	18.50	Sherbrooke.....	40.00

Marked †, via Owen Sound or Collingwood; not marked, via Collingwood only.

Route R T 241—

FORM.

Grand Trunk Railway to Collingwood or Owen Sound.... } 4808 R via Collingwood
 *Great Northern Transit Co.'s steamer to Sault Ste. Marie. } 4376 R via Owen Sound
 Return same route.

Fares same as Route R T 240.

Route R T 242—

Grand Trunk Railway to Detroit.....	T	76
Transfer to Dock.....	T	80
Northern Steamship Co. to Sault Ste. Marie.....	T	156
Return same route.		

Fares:—

London.....	||\$16.70	Kingston.....	\$30.35
St. Thomas.....	|| 16.60	Brockville.....	33.00
Hamilton.....	20.50	Ottawa.....	34.35
Niagara Falls.....	23.00	Montreal.....	36.50
Buffalo.....	23.00	Quebec.....	41.50
Toronto.....	22.00	Sherbrooke.....	41.50

Route R T 243—

Grand Trunk Railway to Collingwood or Owen Sound.....	T	76
*North Shore Navigation Co.'s Steamer to Sault Ste. Marie.....	T	145
Or—*Great Northern Transit Co.'s Steamer to Sault Ste. Marie.....	T	95
*North West Trans. Co.'s Steamer to Sarnia.....	T	97
Sarnia Street Railway to Dock.....	T	80
Grand Trunk Railway to starting point.....	T	76

Fares:—

London.....	†\$17.75	Kingston.....	\$26.85
St. Thomas.....	† 17.95	Brockville.....	28.95
Hamilton.....	18.50	Ottawa.....	31.35
Niagara Falls.....	20.75	Montreal.....	35.00
Buffalo.....	21.70	Quebec.....	40.00
Toronto.....	18.50	Sherbrooke.....	40.00

Marked †, via Owen Sound or Collingwood; not marked, via Collingwood only

Route R T 244—

Grand Trunk Railway to Collingwood or Owen Sound.....	T	76
*North Shore Navigation Co.'s Steamer to Sault Ste. Marie.....	T	145
Or—*Great Northern Transit Co.'s Steamer to Sault Ste. Marie.....	T	95
Canadian Pacific Railway to North Bay.....	T	105
Grand Trunk Railway to starting point.....	T	76

Fares:—

London.....	†\$20.00	Kingston.....	\$28.35
St. Thomas.....	† 20.00	Brockville.....	30.45
Hamilton.....	† 20.00	Ottawa.....	32.85
Niagara Falls.....	† 22.25	Montreal.....	36.50
Buffalo.....	† 23.20	Quebec.....	41.50
Toronto.....	20.00	Sherbrooke.....	41.50

Marked †, via Owen Sound or Collingwood; not marked, via Collingwood only.

* Meals and berths included on steamer.
 || Limited to one month from date of sale.

To SAULT STE. MARIE and Return.—Continued.

Route R T 245—

	FORM.
R. W. Grand Trunk Railway to Sarnia (Tunnel)	T 76
Sarnia Street Railway to Dock	T 80
*North-West Trans. Co.'s Steamer to Sault Ste. Marie	T 97
Returning same as Route R T 244.	

Fares same as Route R T 244.

Route R T 246—

Grand Trunk Railway to Sarnia, Goderich, Kincardine, Port Elgin or Southampton	T 76
*Windsor & Detroit Soo Line to Sault Ste. Marie	T 185
Returning same route or through any of the above named ports.	

Fares same as Route R T 240.

Route R T 247—

Grand Trunk Railway to Windsor	T 76
*Windsor & Detroit Soo Line to Sault Ste. Marie	T 185
Returning same route or via Sarnia, Goderich, Kincardine, Port Elgin or Southampton	T 76

Fares \$1.00 higher than Route R T 240.

Route R T 248—

R. W. Grand Trunk Railway to Collingwood or Owen Sound	T 76
*North Shore Nav. Co.'s Steamer to Sault Ste. Marie	T 145
*North Shore Nav. Co.'s Steamer to Parry Sound	T 145
Stage to Port Cockburn	T 79
Muskoka Nav. Co.'s Steamer to Muskoka Wharf	T 114
Grand Trunk Railway to starting point	T 76

Fares:—

London	†\$20.75	Kingston	\$29.10
St. Thomas	† 20.75	Brockville	31.10
Hamilton	† 20.75	Ottawa	33.60
Niagara Falls	† 23.00	Montreal	37.35
Buffalo	† 23.95	Quebec	42.35
Toronto	20.75	Shebrooke	42.35

Marked †, via Owen Sound or Collingwood; not marked, via Collingwood only.

Route R T 249—

R. W. Grand Trunk Railway to Collingwood or Owen Sound	T 76
*North Shore Nav. Co.'s Steamer to Sault Ste. Marie	T 145
Or—*Great Northern Transit Co.'s Steamer to Sault Ste. Marie	T 95
*Anchor Line Steamer to Buffalo	T 83
Transfer to Depot	T 80
New York Central & Hudson River Railroad to Suspension Bridge	T 127
Or—Erie Railroad to Niagara Falls	T 77
Grand Trunk Railway to starting point	T 60

Fares:—

London	†\$26.25	Kingston	\$32.45
St. Thomas	† 25.90	Brockville	34.55
Hamilton	24.10	Ottawa	36.95
Niagara Falls	24.10	Montreal	40.60
Buffalo	24.10	Quebec	45.60
Toronto	24.10	Sherbrooke	45.60

Marked †, via Owen Sound or Collingwood; not marked, via Collingwood only.

* Meals and berths included on steamer.

To SAULT STE. MARIE and Return.—*Concluded.*

Route R T 250—

Same as Route R T 249 to Sault Ste. Marie and back to Buffalo.

Choice of routes to Toronto, viz:—

	FORM.
{ New York Central & Hudson River Railroad to Suspension Bridge.....	T 127
{ Grand Trunk Railway to Port Dalhousie.....	T 3
{ Niagara Falls Line Steamer to Toronto.....	T 4
Or { Erie Railroad to Niagara Falls.....	T 77
{ Grand Trunk Railway to Port Dalhousie.....	T 3
{ Niagara Falls Line Steamers to Toronto.....	T 4
Or { New York Central & Hudson River Railroad to Lewiston.....	T 127
{ Niagara Nav. Co.'s Steamers to Toronto.....	T 10
{ Grand Trunk Railway to starting point.....	T 143

Fares:—

London.....	\$23.95	Brockville.....	\$34.55
St. Thomas.....	27.15	Ottawa.....	36.95
Hamilton.....	24.10	Montreal.....	40.60
Toronto.....	24.10	Quebec.....	45.60
Kingston.....	32.45	Sherbrooke.....	45.60

Marked †, via Owen Sound or Collingwood; not marked, via Collingwood only.

Route R T 251—

Same as Route R T 249 to Sault Ste. Marie.

Northern Steamship Co. to Buffalo.....T 156

Same as Route R T 249 to destination.

Fares \$2.50 less than for Route R T 249.

To WINNIPEG, Man., and Return.

† Route R T 252—

Grand Trunk Railway to Port Huron.....	} Spl 63-26
Chicago & Grand Trunk Railway to Chicago.....	
Choice of six lines to St. Paul or Minneapolis.....	
Northern Pacific Railroad to Winnipeg.....	
Or { Great Northern Railway Line to Gretna.....	
{ Canadian Pacific Railway to Winnipeg.....	
Returning same route.....	

Fares:—

London.....	\$57.65	Kingston.....	\$71.70
St. Thomas.....	58.00	Brockville.....	72.50
Hamilton.....	61.90	Ottawa.....	73.50
Niagara Falls.....	63.50	Montreal.....	75.50
Buffalo.....	63.50	Quebec.....	80.50
Toronto.....	63.35	Sherbrooke.....	80.50

† Route R T 253—

Grand Trunk Railway to Port Huron.....	} Ex 72
Chicago & Grand Trunk Railway to Durand.....	
Detroit, Grand Haven & Milwaukee Ry. and Steamer to Milwaukee.....	
Choice of three lines to St. Paul or Minneapolis.....	
Northern Pacific Railroad to Winnipeg.....	
Or { Great Northern Railway Line to Gretna.....	
{ Canadian Pacific Railway to Winnipeg.....	
Return same route.....	

Fares:—

London.....	\$55.65	Kingston.....	\$69.70
St. Thomas.....	56.00	Brockville.....	70.50
Hamilton.....	59.50	Ottawa.....	71.50
Niagara Falls.....	61.50	Montreal.....	73.50
Buffalo.....	61.50	Quebec.....	78.50
Toronto.....	61.35	Sherbrooke.....	78.50

To WINNIPEG, Man., and Return.—Continued.

† Route R T 254—

Grand Trunk Railway to Detroit.....	FORM.
Detroit, Grand Haven & Milwaukee Ry. and Steamer to Milwaukee.....	
Choice of three lines to St. Paul or Minneapolis.....	Ex 72
Northern Pacific Railroad to Winnipeg.....	
Or { Great Northern Railway Line to Greta.....	
Canadian Pacific Railway to Winnipeg.....	

Fares same as Route R T 253.

† Route R T 255—

Grand Trunk Railway to Sarnia (Tunnel).....	8137
Sarnia Street Railway to Dock.....	or
*North-West Transportation Co.'s Steamer to Fort William.....	4447
Canadian Pacific Railway to Winnipeg.....	
Return same route	

Fares :—

London.....	\$53.50	†\$50.50	Kingston.....	\$64.85	†\$58.85
St. Thomas.....	53.50	† 50.50	Brockville.....	66.95	† 58.95
Hamilton.....	53.50	† 50.50	Ottawa.....	69.35	† 59.55
Niagara Falls.....	58.75	† 52.25	Montreal.....	73.00	† 60.00
Buffalo.....	59.70	† 53.20	Quebec.....	78.00	† 65.00
Toronto.....	56.50	† 50.50	Sherbrooke.....	78.00	† 65.00

Route R T 256—

Grand Trunk Railway to Sarnia (Tunnel).....	T	76
Sarnia Street Railway to Dock.....	T	80
*North-West Transportation Co.'s Steamer to Duluth.....	T	97
Transfer to Northern Pacific Depot.....	T	80
Northern Pacific Railroad to Winnipeg.....	T	100
Return same route.		

Fares :—

London.....	\$53.50	Kingston.....	\$63.35
St. Thomas.....	53.85	Brockville.....	65.45
Hamilton.....	55.00	Ottawa.....	67.85
Niagara Falls.....	57.25	Montreal.....	71.50
Buffalo.....	58.20	Quebec.....	76.50
Toronto.....	55.00	Sherbrooke.....	76.50

Route R T 257—

Grand Trunk Railway to Sarnia (Tunnel).....	T	76
Sarnia Street Railway to Dock.....	T	80
*North West Transportation Co.'s Steamer to Duluth.....	T	97
Transfer to Great Northern Depot.....	T	80
Great Northern Railway to Greta.....	T	97
Canadian Pacific Railway to Winnipeg.....	T	99
Return same route.	T	106

Fares same as Route R T 256—

Route R T 258—

Grand Trunk Railway to Sarnia (Tunnel).....	T	76
Sarnia Street Railway to Dock.....	T	80
*North-West Transportation Co.'s Steamer to Duluth.....	T	97
Transfer to Northern Pacific Railroad Depot.....	T	80
Northern Pacific Railroad to Winnipeg.....	T	100
Northern Pacific Railway to St. Paul.....	T	100
Choice of six lines to Chicago, as follows :—		
Chicago & Northwestern Railway to Chicago, via Elroy.....	T	93
Chicago, Milwaukee & St. Paul Railway to Chicago.....	T	118
Chicago Great Western Railway to Chicago.....	T	119
Wisconsin Central Line to Chicago.....	T	89
Albert Lea Route—M. & St. L., B. C. R. & N., C. R. I. & P. to Chicago.....	T	138

* Meals and berths included on steamer.

† Tickets good for forty days from date of issue.

To WINNIPEG, Man., and Return.—Continued.

Route R T 258—Concluded.

	FORM.
Chicago, Burlington & Northern Railroad to Oregon.....	T 122
Chicago & Iowa Railroad to Aurora.....	T 121
Chicago, Burlington & Quincy Railroad to Chicago.....	T 120
Transfer to Chicago & Grand Trunk Depot.....	T 80
Chicago & Grand Trunk Railway to Port Huron.....	T 90
Grand Trunk Railway to starting point.....	T 142

Fares:—

London.....	\$56.85	Kingston.....	\$68.06
St. Thomas.....	57.06	Brockville.....	70.15
Hamilton.....	58.86	Ottawa.....	72.55
Niagara Falls.....	60.20	Montreal.....	76.20
Buffalo.....	60.20	Quebec.....	81.20
Toronto.....	59.70	Sherbrooke.....	81.20

Route R T 259—

	Grand Trunk Railway to Sarnia (Tunnel).....	T 76
	Sarnia Street Railway to Dock.....	T 80
	*North-West Trans. Co.'s Steamer to Duluth.....	T 97
	Transfer to Great Northern Railway Depot.....	T 80
	Great Northern Railway Line to Gretna.....	T 99
R. W.	Canadian Pacific Railway to Winnipeg.....	T 106
	Canadian Pacific Railway to Gretna.....	T 106
	Great Northern Railway Line to St. Paul.....	T 99
	Returning same as Route R T 258.	

Fares same as Route R T 258.

Route R T 260—

	Grand Trunk Railway to Sarnia (Tunnel).....	T 76
	Sarnia Street Railway to Dock.....	T 80
	*North-West Transportation Co.'s Steamer to Fort William.....	T 79
	Canadian Pacific Railway to Winnipeg.....	T 106
	Canadian Pacific Railway to Gretna.....	T 106
	Great Northern Railway Line to St. Paul.....	T 99
	Choice of six lines to Chicago (see Route R T 258).....	
	Transfer to Chicago & Grand Trunk Depot.....	T 80
	Chicago & Grand Trunk Railway to Port Huron.....	T 90
	Grand Trunk Railway to starting point.....	T 142

Fares:—

London.....	\$60.05	Kingston.....	\$72.00
St. Thomas.....	60.45	Brockville.....	74.10
Hamilton.....	62.80	Ottawa.....	76.30
Niagara Falls.....	65.35	Montreal.....	77.95
Buffalo.....	65.85	Quebec.....	82.95
Toronto.....	63.65	Sherbrooke.....	82.95

Route R T 261—

	Grand Trunk Railway to Sarnia (Tunnel).....	T 76
	Sarnia Street Railway to Dock.....	T 80
	*North-West Trans. Co.'s Steamer to Fort William.....	T 97
	Canadian Pacific Railway to Winnipeg.....	T 106
	Canadian Pacific Railway to Port Arthur.....	T 106
	Canadian Pacific Railway to North Bay.....	T 105
	Grand Trunk Railway to starting point.....	T 76

Fares same as Route R T 255.

*Meals and berths included on steamer.

To WINNIPEG, Man., and Return.—*Concluded.*

Route R T 262—

	Grand Trunk Railway to Collingwood or Owen Sound.....	T	76		FORM.
	*North Shore Nav. Co.'s Steamer to Sault Ste. Marie.....	T	145		or
	Or—*Great Northern Transit Co.'s Steamer to Sault Ste. Marie.....	T	95		(Via G. N. T.)
R. W.	*North-West Trans. Co.'s Steamer to Ft. William.....	T	78		5708
	Canadian Pacific Railway to Winnipeg.....	T	106		or
	Returning same as Route R T 261.				(5708)
					R. W.

Fares same as Route R T 255 (from London and St. Thomas via Owen Sound and Collingwood; from other points, via Collingwood only.)

Route R T 263—

	Grand Trunk Railway to Port Huron.....	T	142
	Chicago & Grand Trunk Railway to Chicago.....	T	90
	Transfer.....	T	80
	Choice of six lines to St. Paul (see Route R T 258).....	T	99
	Great Northern Railway Line to Gretna.....	T	99
	Canadian Pacific Railway to Winnipeg.....	T	106
	Returning same as Route R T 261.		

Fares:—

London.....	\$65.90	Kingston.....	\$74.25
St. Thomas.....	65.90	Brockville.....	76.35
Hamilton.....	65.90	Ottawa.....	76.55
Niagara Falls.....	67.60	Montreal.....	80.20
Buffalo.....	68.10	Quebec.....	85.20
Toronto.....	65.90	Sherbrooke.....	85.20

Route R T 264—

	Grand Trunk Railway to Detroit.....	T	76
	Northern Steamship Company to Duluth.....	T	156
	Great Northern Railway to Gretna.....	T	99
	Canadian Pacific Railway to Winnipeg.....	T	106
	Returning same route.		

Fares:—

London.....	\$49.20	Kingston.....	\$62.85
St. Thomas.....	49.10	Brockville.....	65.50
Hamilton.....	53.00	Ottawa.....	67.35
Niagara Falls.....	55.50	Montreal.....	69.00
Buffalo.....	55.50	Quebec.....	74.00
Toronto.....	54.50	Sherbrooke.....	74.00

* Meals and berths included on steamer.



SIDE-TRIP TICKETS.

These tickets may be issued with any of the Tourist or Excursion Tickets in this Book, which read to or through the point from which side-trip tickets start.

Montreal to Alburgh Springs, Vt., and Return.

Route S T 1—

Grand Trunk Railway to St. Johns.....	T 11
Central Vermont Railroad to Alburgh Springs.....	T 12
Return same route.	

Fare\$4.35

Suspension Bridge to Atlantic City, N. J., and Return.

Route S T 2—

Lehigh Valley Railroad Suspension Bridge to Bethlehem.....	T 175
Philadelphia & Reading Railroad to Philadelphia.....	T 77
Transfer.....	T 80
Atlantic City Railroad to Atlantic City.....	T 77
Return same route.	

Fare.....\$18.10

Bryant's Pond to Andover and Return.

Route S T 3—

Tuttle's Stage Fryant's Pond to Andover.....	T 79
Return same route.	

Fare\$3.00

Port Kent to Ausable Chasm and Return.

(In connection with tickets over D. & H. C. or C. T. Co.)

Route S T 4—

Keeseville, Ausable Chasm & Lake Champlain Railroad.....	T 86
Return same route.	

Fare\$0.50

Montreal to Ausable Chasm and Return.

† Route S T 5—

Grand Trunk Railway to Rouse's Point.....	T 16	} or 5520 R
Delaware & Hudson Railroad to Port Kent.....	T 21	
Keeseville, Ausable Chasm & Lake Champlain Railroad to Ausable Chasm.....	T 86	
Return same route.		

Fare { Valid for 3 days.....\$4.00
Valid until Oct. 1st.....5.65

Bethel, Me., to Azischoos Falls and Return.**Route S T 6—**

And. Lakes Trans. Co. (Stage) Bethel to Cambridge	T	169
And. Lakes Trans. Co. (Steamer) to Magalloway	T	168
Stage to Azischoos Falls.....	T	79
Return same route.....		

Fare\$10.50

Portland or Danville Junction to Bar Harbor and Return.

(In connection with tickets to Portland, etc.)

‡ Route S T 7—

Maine Central Railroad to Bar Harbor	}	X 347
Return same route.....		

Fare { Limited to continuous passage each way.....\$11.00
8.50

Bryant's Pond, Me., to Bemis Stream, Me., and Return.**Route S T 8—**

Tuttle's Stage Bryant's Pond to Andover.....	T	79
And. Lakes Trans. Co. (Stage) to South Arm.....	T	169
And. Lakes Trans. Co. (Steamer) to Upper Dam.....	T	168
Steamer "Metalluck" to Bemis Stream.....	T	78
Return same route.....		

Fare\$9.50

Bethel, Me., to Bemis Stream, Me., and Return.**Route S T 9—**

And. Lakes Trans. Co. (Stage) Bethel to Cambridge.....	T	169
And. Lakes Trans. Co. (Steamer) to Sunday Cove	T	168
And. Lakes Trans. Co. (Stage) to Middle Dam.....	T	169
And. Lakes Trans. Co. (Steamer) to Upper Dam.....	T	168
Steamer "Metalluck" to Bemis Stream.....	T	78
Return same route.....		

Fare\$12.00

Bethlehem Jct. or Fabyans to Bethlehem, N. H., and Return.**Route S T 10—**

Profile & Franconia Notch Railroad to Bethlehem	T	139
Return same route	T	139

Fare\$1.00

Portland to Biddeford, Me., and Return.**Route S T 11—**

Boston & Maine Railroad to Biddeford.....	T	31
Return same route.....	T	31

Fare\$0.75

Saratoga, N. Y., to Blue Mountain Lake, N. Y., and Return.**Route S T 12—**

Adirondack Ry., Saratoga to North Creek.....	T	77
Adirondack Stage Co. (limited) to Blue Mountain Lake.....	T	79
Return same route.		

Fare.....\$9.50

Montreal to Burlington and Return.

(Queen City Park.)

Route S T 13—

Grand Trunk Railway to St. Johns.....	T	11
Central Vermont Railroad to Burlington.....	T	12
Return same route.		

Fare.....\$5.15

Route S T 14—

Grand Trunk Railway to Rouse's Point.....	T	16
Delaware & Hudson Railroad to Plattsburg or Hotel Champlain.....	T	17
Champlain Transportation Company's Steamer to Burlington.....	T	18
Return same route.		

Fare.....\$5.15

Quebec to Cacouna and Return.**Route S T 15—**

Ferry to Levis.....	T	37
Intercolonial Railway to Rivière du Loup.....	T	48
Intercolonial Railway to Cacouna.....	T	48
Return same route.		

Fare.....\$4.20

Montreal to Caledonia Springs and Return.**† Route S T 16—**

Grand Trunk Railway to Coteau Jct.....	T	32	} or X 469 R
Canada Atlantic Railway to Vankleek Hill.....	T	116	
Canada Atlantic Railway Stage to Caledonia Springs.....	T	78	
Return same route.			

Fare.....\$4.00

† Route S T 17—

Grand Trunk Railway to Lachine.....	T	32
Ottawa River Nav. Co.'s Steamer to L'Original.....	T	117
Stage to Caledonia Springs.....	T	79
Stage to L'Original.....	T	79
Ottawa River Nav. Co. to Montreal.....	T	117

Fare.....\$4.50

† Route S T 18—

R. W.	Grand Trunk Railway to Coteau Junction.....	T	32	} or X 468 R
	Canada Atlantic Railway to Vankleek Hill.....	T	116	
	Canada Atlantic Railway Stage to Caledonia Springs.....	T	79	
	Stage to L'Original.....	T	79	
	Ottawa River Nav. Co. to Montreal.....	T	117	

Fare.....\$4.50

Return.

Bethel to Cambridge, Me., (Lakeside) and Return.**Route S T 19—**Androscoggin Lakes Trans. Co. (Stage) to Cambridge.....T 169
Return same route.

Fare.....\$4.00

.....T 77
.....T 79

\$9.50

Quebec to Cape Tourmente, Que., and Return.**Route S T 20—**Quebec, Montmorency & Charlevoix Railway, Quebec to Cape Tourmente.T 77
Return same route.

Fare.....\$1.80

.....T 11
.....T 12

\$5.15

Montreal to Cornwall and Return.**† Route S T 21—**Grand Trunk Railway to Cornwall.....T 6
Grand Trunk Railway or R. & O. N. Co.'s Steamer to Montreal T 76 } 35-4 R T

Fare.....\$3.35

.....T 16
.....T 17
.....T 18

\$5.15

Kingston, Gananoque, Brockville or Prescott to Cornwall and Return.**Route S T 22—**Richelieu & Ontario Navigation Co.'s Steamer to Cornwall.....T 6
Grand Trunk Railway to starting point.....T 76**Fares:—**

From Kingston.....	\$5.50
§ From Gananoque.....	5.50
From Brockville.....	3.00
From Prescott.....	2.50

.....T 37
.....T 46
.....T 46

\$4.20

Montreal to Coteau, P. Q., and Return.**Route S T 23—**

Grand Trunk Railway to Coteau Jet.....	T 32
Stage to Coteau Landing.....	T 79
Richelieu & Ontario Nav. Co. to Montreal (valid on date of issue only).....	T 6

} 43-1 RT
Fare.....\$2.00
Fare (good for one day).....\$1.502 }
6 } or
6 } X 469 R

\$4.00

.....T 32
.....T 117
.....T 79
.....T 79
.....T 117

\$4.50

Boston to Cottage City, Mass.

(Martha's Vineyard.)

Route S T 24—New York, New Haven & Hartford Railroad to New Bedford.....T 133
New Bedford, Martha's Vineyard & Nantucket S. B. Co. to Cottage City T 78Fare (one way).....\$2.35
Fare (round trip).....3.00} or
X 468 R

\$4.50

§ Extra coupon required (T 7) from Thousand Islands Junction to Gananoque.

Portland to Cottage City, Mass.

(Martha's Vineyard.)

Route S T 25—

Maine S. S. Co. Portland to Martha's Vineyard.....T 78

Fare (one way)\$4.00

Fare (round trip)7.00

St. John, N. B., to Digby, N. S., and Return.**Route S T 26—**Dominion Atlantic Railway, (Prince Rupert) St. John to Digby.....T 182
Return same route.

Fare.....\$2.50

Montreal to Elizabethtown and Return.

(Adirondacks.)

Route S T 27—Grand Trunk Railway to Rouse's Point.....T 16
Delaware & Hudson Railroad to Westport.....T 21 } or
Kellogg's Stage to Elizabethtown.....T 79 } X 352
Return same route.

Fare.....\$8.85

Quebec to Ha! Ha! Bay or Chicoutimi and Return.**† Route S T 28—*** Quebec & Lake St. John Railway to Chicoutimi.....T 112
Return same route.

Fare.....\$9.00

† Route S T 29—Richelleu & Ontario Navigation Co.'s Steamer to Ha! Ha! Bay or
Chicoutimi.....T 6 } or
Return same route.....T 79 } 1451 X

Fare.....\$8.00

Route S T 30—* Quebec & Lake St. John Railway to Chicoutimi.....T 77
Richelleu & Ontario Nav. Co.'s Steamer to Quebec.....T 6

Fare.....\$10.00

Bethel, Me., to Dixville Notch, Me., and Return.**Route S T 31—**And. Lakes Trans. Co. (Stage) to Cambridge.....T 169
And. Lakes Trans. Co. (Steamer) to Errol Dam.....T 168
Davis' Stage to Dixville Notch.....T 79
Return same route.

Fare.....\$8.50

* Includes side trip to Roberval (Lake St. John) and return.

Montreal and Quebec to Eastman's Springs and Return.

(To be sold only to holders of tickets issued in territory west of and including Prescott, and east of and including Rivière du Loup and Sherbrooke, or at United States points.)

† Route S T 32—

Grand Trunk Railway to Coteau Jet.....	T	32
Canada Atlantic Railway to Eastman's Springs.....	T	116
Return same route.		

Fare (Montreal).....	\$	5.00
Fare († Quebec).....		10.00

Montreal to Highgate Springs, Vt., and Return.

Route S T 33—

Grand Trunk Railway to St. Johns.....	T	11
Central Vermont Railroad to Highgate Springs.....	T	112
Return same route.		

Fare.....	\$	2.90
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Montreal to Hotel Ampersand and Return.

† Route S T 34—

Grand Trunk Railway to St. Johns.....	T	11
Central Vermont Railroad to Burlington.....	T	12
Champ. Trans. Co.'s Steamer to Plattsburg.....	T	18
Chateaugay Railroad to Saranac Lake.....	T	113
Stage to Hotel Ampersand.....	T	79
Return same route.		

Fare.....	\$	7.35
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† Route S T 35—

Grand Trunk Railway to Rouse's Point.....	T	16
Delaware & Hudson Railroad to Plattsburg or Hotel Champlain.....	T	17
Chateaugay Railroad to Saranac Lake.....	T	113
Stage to Hotel Ampersand.....	T	79
Return same route.		

Fare.....	\$	7.35
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Montreal to Keene Valley and Return.

† Route S T 36—

Grand Trunk Railway to Rouse's Point.....	T	16
Delaware & Hudson Railroad to Westport.....	T	21
Kellogg's Stage to Elizabethtown.....	T	79
Beede's Stage Line to Keene Valley.....	T	79
Return same route.		

Fare.....	\$	11.85
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Westport, N. Y., to Keene Valley, N. Y., and Return.

Route S T 37—

Kellogg's Stage to Elizabethtown.....	T	79
Beede's Stage Line to Keene Valley.....	T	79
Return same route.		

Fare.....	\$	2.50
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† Use T 27 instead of T 32, or optional ticket, rail or steamer (T 36), may be used between Quebec and Montreal in either or both directions.

Portland to Kennebunkport, Me., and Return.

‡ Route S T 38—

Boston & Maine Railroad to Kennebunkport.....	T	31
Return same route.....	T	31

Fare.....\$1.65

Montreal to Kingston and Return.

‡ Route S T 39—

Grand Trunk Railway to Kingston.....		
Grand Trunk Railway or R. & O. N. Co.'s Steamer to Montreal.....		2500

Fare.....\$9.50

Route S T 40—

Grand Trunk Railway Montreal to Lachine.....	T	32
Ottawa River Nav. Co. to Ottawa.....	T	117
Steamer "James Swift" to Kingston.....	T	78
Grand Trunk Railway or R. & O. N. Co.'s Steamer to Prescott.....	T	56
Grand Trunk Railway or R. & O. N. Co.'s Steamer to Montreal.....	T	56

Fare.....\$12.25

Windsor (Walkerville), Ont., to Kingsville and Return.

Route S T 41—

Lake Erie & Detroit River Railway, Walkerville to Kingsville.....	T	77
Return same route.....	T	41

Fare.....\$0.90

Montreal to Lachine and Return.

‡ Route S T 42—

Grand Trunk Railway to Lachine.....	T	32
Steamer (shooting the Rapids) to Montreal.....	T	78

Fare.....\$0.50

Quebec to Lake Edward, Lake Joseph, Lake St. John (Roberval), or St. Raymond, Que., and Return.

Route S T 43—

Quebec & Lake St. John Railway to Lake Edward, Lake Joseph, Lake St. John or St. Raymond (according to fare paid).....	T	112
Return same route.....	T	112

Fare to Lake Edward.....\$4.50

Fare to Lake Joseph.....1.00

Fare to Lake St. John (Roberval).....7.50

Fare to St. Raymond.....1.60

Montreal to Lake George and Return.

‡ Route S T 44—

Grand Trunk Railway to Rouse's Point.....	T	16	
Delaware & Hudson Railroad to Caldwell.....	T	21	X 353
Lake George Steamboat Co. to Baldwin.....	T	22	
Delaware & Hudson Railroad to Rouse's Point.....	T	21	X 354
Grand Trunk Railway to Montreal.....	T	16	(R.W.)

Fare.....\$12.75

Fare (limited to 4 days).....10.00

Quebec to Lake Megantic, Que., and Return.

Route S T 45—

Quebec Central Railway Quebec to Lake Megantic.....T 77
Return same route.

Fare.....\$6.15

Montreal to Lake Placid and Return. (Adirondacks.)

Route S T 46—

Grand Trunk Railway to Rouse's Point.....T 16
Delaware & Hudson Railroad to Plattsburg or Hotel Champlain.....T 17
Chateaugay Railroad to Saranac Lake.....T 113
Saranac & Lake Placid Railroad to Lake Placid.....T 77
Return same route.

Fare.....\$8.35

Route S T 47—

Grand Trunk Railway to St. Johns.....T 11
Central Vermont Railroad to Burlington.....T 12
Champ. Trans. Co. to Plattsburg.....T 18
Chateaugay Railroad to Saranac Lake Station.....T 113
Saranac & Lake Placid Railroad to Lake Placid.....T 79
Return same route.

Fare.....\$8.35

Montreal to Lake Pleasant and Return.

(On sale from July 15, to Sept. 15 Inclusive.)

Route S T 48—

Grand Trunk Railway to St. Johns.....T 11
Central Vermont Railroad to Bellows Falls.....T 12
Boston & Maine Railroad to Brattleboro.....T 31
Central Vermont Railroad to Lake Pleasant.....T 12
Return same route.

Fare.....\$10.00

Quebec to Lake St. John (Roberval), Que., and Return.

Route S T 49—

Richelleu & Ontario Nav. Co. to Chicoutimi.....T 6
Quebec & Lake St. John Railway to Lake St. John (Roberval).....T 77
Return same route.

Fare.....\$10.70

Suspension Bridge to Lewiston, N. Y., and Return.

(The Gorge Route.)

Route S T 50—

*Niagara Falls & Lewiston Railroad to Lewiston.....T 78

Fare.....\$0.60

Montreal to Loon Lake House and Return.

(Adirondacks.)

Route S T 51—

Grand Trunk Railway to Rouse's Point.....T 16
Delaware & Hudson Railroad to Plattsburg or Hotel Champlain.....T 17
Chateaugay Railroad to Loon Lake.....T 113
Chase's Stage to Loon Lake House.....T 79
Return same route.

Fare.....\$6.45

* Due notice will be given of the date of opening.

Pictou to Magdalen Islands and Return.**Route S T 52—**

Steamer "Olaf" Pictou to Magdalen Islands.....	T 78
Return same route.....	T 78

Fare.....	\$7.20
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Bethel, Me., to Magalloway, Me., and Return.**Route S T 53—**

And. Lakes Trans. Co. (Stage) to Cambridge.....	T 169
And. Lakes Trans. Co. (Steamer) to Magalloway.....	T 168
Return same route.....	

Fare.....	\$7.50
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Montreal to Massena Springs, N. Y., and Return.**† Route S T 54—**

Grand Trunk Railway to Massena Springs.....	T 321 or
Return same route.....	T 321 R T

Fare.....	\$4.50
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Suspension Bridge to Mauch Chunk, Pa., and Return.**Route S T 55—**

Lehigh Valley Railroad to Mauch Chunk.....	T 174
Switch-Back Railroad to Summit Hill.....	T 77
Return same route.....	

Fare.....	\$14.30
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Bethel, Me., to Middle Dam and Return.**Route S T 56—**

And. Lakes Trans. Co. (Stage) to Cambridge.....	T 169
And. Lakes Trans. Co. (Steamer) to Sunday Cove.....	T 168
And. Lakes Trans. Co. (Stage) to Middle Dam.....	T 169
Return same route.....	

Fare.....	\$9.00
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Bryant's Pond, Me., to Middle Dam and Return.**Route S T 57—**

Tuttle's Stage to Andover.....	T 79
And. Lakes Trans. Co. (Stage) to South Arm.....	T 169
And. Lakes Trans. Co. (Steamer) to Middle Dam.....	T 168
Return same route.....	

Fare.....	\$7.00
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Quebec to Montmorency Falls and Return.**Route S T 58—**

Quebec, Montmorency & Charlevoix Ry. to Montmorency Falls.....	T 87
Return same route.....	T 87

Fare.....	\$0.40
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Alexandria Bay to Montreal and Return.**Route S T 59—**

.....T 78	Richelleu & Ontario Nav. Co.'s Steamer to Montreal.....T 6	} or RT 36-1
.....T 78	Grand Trunk Railway to Prescott.....T 32	
\$7.20	Richelleu & Ontario Nav. Co.'s Steamer to Alexandria Bay.....T 8	
	Fare.....	\$8.50

Route S T 60—

.....T 169	R. & O. N. Co.'s Steamer to Montreal.....T 6	} or X 336
.....T 168	Grand Trunk Railway to Thousand Islands Junction.....T 32	
	Thousand Islands Railway to Gananoque.....T 7	
	Deseronto Navigation Co.'s Steamer to Alexandria Bay.....T 8	
	Fare.....	\$8.50

Route S T 61—

.....T 169	R. & O. N. Co.'s Steamer to Montreal.....T 6	} or RT 36-2
.....T 168	Grand Trunk Railway to Brockville.....T 32	
	Alexandria Bay S. B. Co. to Alexandria Bay.....T 78	
	Fare.....	\$8.50

Quebec to Montreal and Return.

(To be sold only to holders of tickets issued in territory west of and including Prescott and Ottawa and east of and including Rivière du Loup and Sherbrooke, or at United States points.)

† Route S T 62—

.....T 174	Grand Trunk Railway or R. & O. N. Co.'s Steamer to Montreal.....T 36	}
.....T 77	Grand Trunk Railway or R. & O. N. Co.'s Steamer to Quebec.....T 36	
	Fare.....	\$5.00

Quebec to Murray Bay and Return.**† Route S T 63—**

.....T 169	R. & O. N. Co.'s Steamer to Murray Bay.....T 111	} or X 351
.....T 168	Return same route.....T 111	
.....T 168	Fare.....	\$4.00

Toronto or Hamilton to Muskoka Lakes, Georgian Bay, and Return.**† Route S T 64—**

.....T 169	Grand Trunk Railway to Muskoka Wharf.....T 76	} or X 382
.....T 168	Muskoka Nav. Co.'s Steamer to Port Cockburn.....T 114	
.....T 168	Stage to Maple Lake.....T 79	
	Parry Sound Colonization Railway to Parry Sound.....T 77	
.....T 79	* North Shore Nav. Co.'s Steamer to Midland, Penetang or Collingwood.....T 114	
.....T 169	Or—Great Northern Transit Co.'s Steamer to Midland or Collingwood.....T 95	
.....T 168	Grand Trunk Railway to Toronto or Hamilton.....T 76	
	Fare.....	\$8.00

Toronto or Hamilton to Muskoka Lakes and Return.**† Route S T 65—**

.....T 87	Grand Trunk Railway to Muskoka Wharf.....T 76	} or X 382
.....T 87	Muskoka Nav. Co.'s Steamer All Round Muskoka Lakes and back to Muskoka Wharf.....T 114	
	Grand Trunk Railway to Toronto or Hamilton.....T 76	
	Fare.....	\$7.50

* Meals not included.

Boston to Nantucket and Return.**Route S T 66—**

New York, New Haven & Hartford Railroad to Wood's Holl.....T 134
 Steamer to Nantucket.....T 78
 Return same route.

Fare.....\$4.00

Boston to Narragansett Pier and Return.**‡ Route S T 67—**

New York, New Haven & Hartford Railroad to Kingston.....T 77
 Narragansett Pier Railroad to Narragansett Pier.....T 77

Fare (one way).....\$2.20
 Fare (round trip).....3.25

Boston to Newport, R. I.**Route S T 68—**

New York, New Haven & Hartford Railroad to Newport.....T 133

Fare (one way).....\$1.70
 Fare (round trip).....2.50

Boston to New York.**Route S T 69—**

Choice of Sound Steamer Lines to New York.....T 73

Fare (one way).....\$4.00
 Fare (round trip).....8.00

Portland to New York.**Route S T 70—**

Maine S. S. Co. to New York.....T 172

Fare (one way).....\$5.00
 Fare (round trip).....8.00

Toronto to Niagara Falls and Return.**Route S T 71—**

Niagara Falls Line Steamer to Port Dalhousie.....T 4
 Grand Trunk Railway to Suspension Bridge.....T 3
 N. Y. Central & Hudson River Railroad to Niagara Falls, N. Y.....T 2
 Or { Grand Trunk Railway to Niagara Falls, Ont.....T 2
 Erie Railroad to Niagara Falls, N. Y.....T 1
 Return same route.

Fare.....\$2.25

Route S T 72—

Niagara River Line Steamer to Lewiston.....T 10
 New York Central & Hudson River Railroad to Niagara Falls, N. Y.....T 9
 Return same route.

Fare.....\$2.25

Toronto to Niagara Falls and Return.

Route S T 73—

Niagara River Line Steamer to Niagara.....	T	59
Michigan Central Railroad to Suspension Bridge.....	T	102
New York Central & Hudson River Railroad to Niagara Falls, N. Y....	T	2
Or—Erie Railroad to Niagara Falls, N. Y.....	T	1
Return same route.		

Fare.....\$2.25

Route S T 74—

Niagara River Line Steamer to Queenston.....	T	157
Niagara Falls Park & River Ry. to Niagara Falls.....	T	158
Return same route.		

Fare.....\$2.25

Route S T 75—

Niagara River Line Steamer to Lewiston.....	T	59
*Niagara Falls & Lewiston Railroad to Niagara Falls, N. Y.....	T	77

Fare.....\$2.25

Toronto to Niagara-on-the-Lake and Return.

Route S T 76—

Niagara Nav. Co. to Niagara-on-the-Lake.....	T	59
Return same route.....	T	59

Fare.....\$1.50

Portland to Old Orchard Beach and Return.

Route S T 77—

Boston & Maine Railroad to Old Orchard.....	T	31
Return same route.....	T	31

Fare.....\$0.50

Montreal and Quebec to Ottawa and Return.

(Limited to one month from date of sale.)

† Route S T 78—

Grand Trunk Railway to Coteau Jet.....	T	32	} or 3628
Canada Atlantic Railway to Ottawa.....	T	116	
Ottawa River Nav. Co.'s Steamer to Montreal.....	T	117	

Fare (Montreal).....\$ 5.00

Fare (†Quebec).....10.00

† Route S T 79—

Grand Trunk Railway to Lachine.....	T	32	} or 2626
Ottawa River Nav. Co.'s Steamer to Ottawa.....	T	117	
Canada Atlantic Railway to Coteau Jet.....	T	116	
Grand Trunk Railway to Montreal.....	T	32	

Fare (Montreal).....\$ 5.00

Fare (†Quebec).....10.00

* Due notice will be given of the opening of this line.

† Use T 27 instead of T 32 or optional ticket T 39 rail or steamer between Quebec and Montreal in either or both directions.

Montreal and Quebec to Ottawa and Return.—Concluded.**Route S T 80—**

Grand Trunk Railway to Lachine	T	32
Ottawa River Nav. Co. to Ottawa	T	117
Canada Atlantic Railway to Coteau	T	116
Richelleu & Ontario Nav. Co. to Montreal	T	8

Fare (from Montreal)	\$5.85
Fare (from Quebec)†	10.85

Toronto or Hamilton to Collingwood, Penetang or Midland and Return.**‡ Route S T 81—**

Grand Trunk Railway to Collingwood, Midland or Penetang	T	143	} or 1 R T
Return same route	T	143	

Fare	\$4.50
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Danville Jct. to Poland Springs and Return.

(In connection with tickets reading over G. T. Ry. to Portland, etc.)

Route S T 82—

Stage to Poland Springs	T	79
Stage to Danville Jct.	T	79

Fare	\$1.50
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Hamilton to Port Dover, Ont., and Return.**‡ Route S T 83—**

Grand Trunk Railway to Port Dover	T	76	} or 1 R T
Return same route	T	76	

Fare	\$1.70
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Montreal to Port Kent, N. Y., and Return.**‡ Route S T 84—**

Grand Trunk Railway to Rouse's Point	T	16	} or 34-5 R
Delaware & Hudson Railroad to Port Kent	T	21	
Return same route			

Fare	\$5.15
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Portland to Portsmouth, N. H., and Return.

(In connection with tickets via G. T. Ry. to Portland, etc.)

Route S T 85—

Boston & Maine Railroad to Portsmouth	T	31
Boston & Maine Railroad to Portland	T	31

Fare (continuous passage)	\$2.25
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† Use T 27 instead of T 32, or optional ticket (T 39) rail or steamer between Quebec and Montreal in either or both directions.)

Montreal to Prescott and Return.

† Route S T 86—

Grand Trunk Railway to Prescott.....	T 32	or
Grand Trunk Railway or R. & O. N. Co.'s Steamer to Montreal...	T 56	2502
Fare.....	\$5.60	

Bethlehem Jct. or Fabyans to Profile House, N. H., and Return.

Route S T 87—

Profile & Franconia Notch Railroad to Profile House.....	T 139
Profile & Franconia Notch Railroad to Bethlehem Jct., Fabyans.....	T 139
Fare.....	\$1.50

Montreal to Quebec and Return.

(To be sold only to holders of tickets issued in territory west of and including Prescott and Ottawa, and east of and including Rivière du Loup and Sherbrooke, or at United States points.)

† Route S T 88—

Grand Trunk Railway or R. & O. N. Co.'s Steamer to Quebec	T	} or 24-1 X
Grand Trunk Railway or R. & O. N. Co.'s Steamer to Montreal ...	T	
Fare.....	\$5.00	

Richmond to Quebec and Return.

(To be issued only to holders of tourist tickets reading through Richmond.)

Route S T 89—

Grand Trunk Railway to Levis.....	T 27
Ferry to Quebec.....	T 37
Return same route.....	
Fare.....	\$3.00

Groveton to Quebec and Return.

Route S T 90—

Grand Trunk Railway to Levis.....	T 27
Ferry to Quebec.....	T 37
Return same route.....	
Fare.....	\$9.00

Niagara Falls, Ont., to Queenston, Ont., and Return.

Route S T 91—

Niagara Falls Park & River Railway to Queenston.....	T 158
Return same route.....	
Fare.....	\$0.50

Port Hope to Rochester, N. Y., and Return.

Route S T 94—

Lake Ontario & Bay of Quinte Steamboat Co. to Charlotte.....	T 78
Transfer.....	T 80
New York Central & Hudson River Railroad to Rochester.....	T 127
Return same route.....	
Fare.....	\$3.95

Quebec to St. Anne de Beaupre and Return.

("La Bonne Ste. Anne.")

Route S T 95—

Quebec, Montmorency & Charlevoix Ry. to Ste. Anne de Beaupre.....	T	87
Return same route.....	T	87

Fare.....\$1.20

Halifax to St. Pierre de Miquelon and Return.**Route S T 96—**

* S. S. St. Pierre and Owners to St. Pierre de Miquelon.....	T	78
Return same route.....	T	78

Fare.....\$33.00

Montreal to Saranac Lake and Return.

(Adirondacks.)

Route S T 97—

Grand Trunk Railway to Rouse's Point.....	T	16
Delaware & Hudson Railroad to Plattsburg or Hotel Champlain.....	T	17
Chateaugay Railroad to Saranac Lake.....	T	113
Return same route.....		

Fare.....\$6.60

Route S T 98—

Grand Trunk Railway to St. Johns.....	T	11
Central Vermont Railroad to Burlington.....	T	12
Champlain Trans. Co. to Plattsburg.....	T	18
Chateaugay Railroad to Saranac Lake Station.....	T	113
Return same route.....		

Fare.....\$6.60

Suspension Bridge to Shawanese Lake, Pa., and Return.**Route S T 99—**

Lehigh Valley Railroad, Suspension Bridge to Shawanese Lake.....	T	175
Return same route.....		

Fare.....\$12.00

Suspension Bridge to Sheldrake, N. Y., and Return.**Route S T 100—**

Lehigh Valley Railroad, Suspension Bridge to Sheldrake.....	T	175
Return same route.....		

Fare.....\$5.35

Bryant's Pond, Me., to South Arm, Me., and Return.**Route S T 101—**

Tuttle's Stage Bryant's Pond to Andover.....	T	79
Androscoggin Lakes Trans. Co.'s Stage to South Arm.....	T	169
Return same route.....		

Fare.....\$6.00

* Meals and Stateroom not included.

Toronto to Sturgeon and Chemong Lakes and Return.

† Route S T 102—

R. W.	Grand Trunk Railway to Lindsay.....	T 143	} or X 445 or X 444 (R. W.)
	Transfer to Wharf.....	T 80	
	Trent Valley Nav. Co.'s Steamer to Bobcaygeon.....	T 78	
	Steamer to Chemong.....	T 78	
	Grand Trunk Railway to Toronto.....	T 143	

Fare.....\$4.50

Fabyans to Summit Mount Washington and Return.

Route S T 103—

Boston & Maine Railroad to Base of Mount Washington.....	T 31
Mount Washington Railroad to Summit.....	T 41
Return same route.	

Fare.....\$6.00

Glen Site to Summit Mount Washington and Return.

Route S T 104—

Milliken's Stage Glen Site to Summit.....	T 39
Milliken's Stage to Glen Site.....	T 40

Fare.....\$5.00

New Glasgow to Sydney, C. B., and Return.

Route S T 105—

Intercolonial Railway to Sydney, C. B.....	T 46
Bras d'Or Steamship Co. to Mulgrave.....	T 78
Intercolonial Railway to New Glasgow.....	T 46

Fare.....\$8.85

Truro, N. S., to Sydney, C. B., and Return.

Route S T 106—

R. W.	Intercolonial Railway to Sydney, C. B.....	T 46
	Bras d'Or Steamship Co. to Mulgrave.....	T 78
	Intercolonial Railway to Truro.....	T 46

Fare.....\$10.55

Quebec to Tadousac and Return.

(Saguenay River.)

† Route S T 107—

Richelieu & Ontario Nav. Co.'s Steamer to Tadousac.....	T 6
Return same route.	

Fare.....\$5.00

Suspension Bridge to Taughannock Falls, N. Y., and Return.

Route S T 108—

Lehigh Valley Railroad, Suspension Bridge to Taughannock Falls.....	T 175
Return same route.	

Fare.....\$5.75

Montreal to Tupper Lake Jct., N. Y., and Return.**Route S T 109—**

Grand Trunk Railway to Rouse's Point.....	T	16
Central Vermont Railroad to Molra.....	T	12
Northern New York Railroad to Tupper Lake Jct.....	T	109
Return same route.		

Fare.....\$7.30

Bryant's Pond, Me., to Upper Dam, Me., and Return.**Route S T 110—**

Tuttle's Stage to Andover.....	T	79
And. Lakes Trans. Co. (Stage) to South Arm.....	T	169
And. Lakes Trans. Co. (Steamer) to Middle Dam.....	T	168
And. Lakes Trans. Co. (Steamer) to Upper Dam.....	T	168
Return same route.		

Fare.....\$8.50

Bethel Me., to Upper Dam, Me., and Return.**Route S T 111—**

And. Lakes Trans. Co. (Stage) to Cambridge.....	T	169
And. Lakes Trans. Co. (Steamer) to Sunday Cove.....	T	168
And. Lakes Trans. Co. (Stage) to Middle Dam.....	T	169
And. Lakes Trans. Co. (Steamer) to Upper Dam.....	T	168

Fare.....\$10.50

Montreal to Valleyfield and Return.**Route S T 112—**

Grand Trunk Railway to Coteau Jct.....	T	76
Canada Atlantic Railway to Valleyfield.....	T	116
Richelleu & Ontario Navigation Co.'s Steamer to Montreal.....	T	6

Fare.....\$2.25

Suspension Bridge to Watkins Glen, N. Y., and Return.**Route S T 113—**

Lehigh Valley Railroad, Suspension Bridge to Burdett.....	T	175
Stage to Watkins.....	T	79
Return same route.		

Fare.....\$6.00

Route S T 114—

Lehigh Valley Railroad, Suspension Bridge to Geneva.....	T	175
Seneca Lake Steamer to Watkins.....	T	78
Return same route.		

Fare.....\$6.00

Brockville to Westport and Return.

(Rideau Lakes. Fishing Grounds.)

Route S T 115—

Brockville, Westport & Sault Ste. Marie Railway to Westport.....	T	77
Return same route.		

Fare.....\$3.00

ROUND TRIP EXCURSIONS

FROM

Portland and Lewiston, Me.

TO THE

WHITE MOUNTAINS, RANGELEY LAKES, QUEBEC,
AND MONTREAL.

NOTE 1.—Agents at Portland and adjoining stations must be careful not to exceed the special round trip fares shown to Grand Trunk local stations, when selling to intermediate points.

NOTE 2.—Tickets to points in the Rangeley Lake District, except when otherwise noted, will be on sale from May 1st until Oct. 31st, and will be made valid for return passage until November 30th.

DESTINATION.	ROUTE.	FARES	
		From Lewiston.	From Portland.
Andover, Me.....	Grand Trunk Ry., to Bryants Pond (T 74) thence Tuttle's Stage (T 79). Returning same route.....	4.60	6.00
Andover, Me.....	Grand Trunk Ry., to Mechanics Falls (T 74), Portland & Rumford Falls R. R. to Rumford Falls (T 82) Stage (T 79) returning same route.....	4.60	6.00
Berlin, N. H.....	Grand Trunk Ry. (1 R T).....	4.10	5.50
Berlin, N. H.....	Grand Trunk Ry., (1 R T) (Saturday to Monday).....	2.55	3.40
Bethel, Me.....	Grand Trunk Ry., (1 R T).....	2.60	3.95
Bethel, Me.....	Grand Trunk Ry., (1 R T) (Saturday to Monday).....	1.65	2.45
Bryants Pond, Me.....	Grand Trunk Ry., (1 R T).....	2.10	3.50
Bryants Pond, Me.....	Grand Trunk Ry., (1 R T) (Saturday to Monday).....	1.35	2.20
Buckfield, Me.....	Grand Trunk Railway to Mechanics Falls (T 74) thence Portland and Rumford Falls R. R. (T 52) returning same route.....		2.85
Cambridge, Me..... (Lakeside.)	Grand Trunk Ry., to Bethel (T 74) thence And. Lakes Trans. Co., Stage (T 100) returning same route.....	6.60	7.95
Colebrook, N. H.....	Grand Trunk Ry., to North Stratford (T 74) thence via Maine Central R. R. (T 130) returning same route. (Limited one month).....	7.20	7.90
Connecticut Lake, N. H.....	Ticket to West Stewartstown.....		
Crawford House, N. H.....	Boston & Maine R. R. to Intervale (T 80) Maine Central R. R. to Crawford House and Fabyans (T 28). Concord & Montreal R. R. to Base (T 25). Mount Washington Ry., to Summit (T 41). Millikens Stage to Glen Site (T 40). Millikens Stage to Gorham (T 160) and Grand Trunk Ry., to Portland (T 74).....		19.50
Crawford House, N. H.....	Reverse of above route.....		21.50
Dixville Notch, Me.....	Grand Trunk Ry., to North Stratford (T 74 or T 79), Maine Central R. R., to Colebrook (T 130), thence Davis' Stage (T 79), returning same route.....	9.20	9.90

DESTINATION.	ROUTE.	FARES	
		From Lewiston.	From Portland.
Dixville Notch, Me.....	Grand Trunk Ry., to North Stratford (T 74 or 76), Maine Central R. R., to Colebrook (T 130), Davis Stage to Dixville Notch (T 79), Davis Stage to Errol Dam (T 79), And. Lakes Trans. Co., Steamer to Cambridge (T 168), And. Lakes Trans. Co. Stage to Bethel, thence Grand Trunk Ry., (T 74 or 76).....	10.15	11.60
Empire Road, Me.....	Grand Trunk Ry., (T 74 or 76).....	.46	1.85
Errol, N. H.....	Grand Trunk Ry., to Berlin (T 74 or 76), thence Stage (T 79), returning same route.....	7.60	9.00
Gorham, N. H.....	Grand Trunk Ry., (1 R T).....	3.75	5.20
Gorham, N. H.....	Grand Trunk Ry., (1 R T), (Saturday to Monday).....	2.35	3.20
Groveton, N. H.....	Grand Trunk Ry., (1 R T).....	5.50	6.85
Indian Rock, Me.....	Grand Trunk Ry., to Bryants Pond (T 74 or 76), Tuttle Stage to Andover (T 79), And. Lakes Trans. Co., Stage to South Arm (T 169), And. Lakes Trans. Co. Steamer to Upper Dam (T 168), and Steamer "Metalluck" (T 78), returning same route.....	11.10	12.50
Island Pond, Vt.....	Grand Trunk Ry., (1 R T).....	7.00	8.00
Lancaster, N. H.....	Grand Trunk Ry., to Groveton (T 74 or 76), thence Concord & Montreal R. R., returning same route.....	6.20	6.35
Lewiston, Me.....	Grand Trunk Ry., (1 R T), (Limited one month).....		1.60
Lewiston, Me.....	Grand Trunk Ry., (1 R T), Saturday to Monday.....		1.10
Mechanics Falls, Me.....	Grand Trunk Ry., (1 R T), limited one month.....		2.10
Mechanics Falls, Me.....	Grand Trunk Ry., (1 R T), (Saturday to Monday).....		1.35
Middle Dam, Me.....	Grand Trunk Ry., to Bethel (T 74 or 76), And. Lakes Trans. Co. Stage to Cambridge (T 169), And. Lakes Trans. Co. Steamer to Sunday Cove (T 168), And. Lakes Trans. Co. Stage to Middle Dam (T 169), And. Lakes Trans. Co. Steamer to South Arm (T 168), And. Lakes Trans. Co. Stage to Andover (T 169), Tuttle Stage to Bryants Pond (T 79), thence Grand Trunk Ry., (T 74 or 76).....	10.85	12.95
Montreal, Que.....	Grand Trunk Ry., (1 R T).....	12.50	12.50
New Gloucester, Me.....	Grand Trunk Ry., (1 R T), limited one month.....		1.25
New Gloucester, Me.....	Grand Trunk Ry., (1 R T), (Saturday to Monday).....		.85
North Stratford, N. H.....	Grand Trunk Ry., (1 R T).....	6.20	7.15
Ottawa, Ont.....	Grand Trunk Ry., to Coteau Junction thence Canada Atlantic Ry., (6 R) returning same route.....	17.00	17.00
Poland Springs, Me.....	Grand Trunk Ry., to Danville Junction thence by Stage (2922) returning same route.....		3.00
Poland Springs, Me.....	Same route as above (Saturday to Monday).....		2.10
Quebec, Que.....	Grand Trunk Ry., (1 R T).....	14.20	14.20
Rumford Falls, Me.....	Grand Trunk Ry., to Mechanics Falls (T 74) thence via Portland & Rumford Falls R. R., (T 82) returning same route.....		4.10
Shelburne, N. H.....	Grand Trunk Ry., (1 R T).....	3.45	4.85
Shelburne, N. H.....	Grand Trunk Ry., (1 R T), (Saturday to Monday).....	2.15	3.00
Sherbrooke, Que.....	Grand Trunk Ry., (1 R T), limited one month.....		10.70

FARES		DESTINATION.	ROUTE.	FARES	
From Lewiston.	From Portland.			From Lewiston.	From Portland.
		South Paris, Me.	Grand Trunk Ry., (1 R T), limited one Month.....		2.70
		South Paris, Me.	Grand Trunk Ry., (1 R T), Saturday to Monday.....		1.70
		Upper Dam, Me. (Rangeley Lakes.)	Grand Trunk Ry., to North Stratford (T 74 or 76), Maine Central to Colebrook (T 130), Davis Stage to Errol Dam (T 79), And. Lakes Trans. Co. Steamer to Sunday Cove (T 168), And. Lakes Trans. Co. Stage to Middle Dam (T 169) And. Lakes Trans. Co. Steamer to Upper Dam (T 168), And. Lakes Trans. Co. Steamer to South Arm (T 168), And. Lakes Trans. Co. Stage to Andover (T 169) Tuttle's Stage to Bryants Pond (T 79), thence Grand Trunk Ry., (T 74 or 76).....	13.90	14.10
15 11.60		Upper Dam, Me. (Rangeley Lakes.)	Grand Trunk Ry., to Bryants Pond (T 74 or 76), Tuttle's Stage to Andover (T 79), And. Lakes Trans. Co. Stage to South Arm (T 169), And. Lakes Trans. Co. Steamer to Upper Dam (T 168), And. Lakes Trans. Co. Steamer to Middle Dam (T 168), And. Lakes Trans. Co. Stage to Sunday Cove (T 169), And. Lakes Trans. Co. Steamer to Cambridge (T 168), And. Lakes Trans. Co. Stage to Bethel (T 169), thence Grand Trunk Ry., (T 74 or 76).....	12.10	13.50
15 1.85		Upper Dam, Me. (Rangeley Lakes.)	Grand Trunk Ry., to North Stratford (T 74 or 76), Maine Central R. R. to Colebrook (T 130), Davis' Stage to Errol Dam (T 79), And. Lakes Trans. Co. Steamer to Sunday Cove (T 168), And. Lakes Trans. Co. Stage to Middle Dam (T 169), And. Lakes Trans. Co. Steamer to Upper Dam (T 168), returning same Route.....	17.30	17.30
30 9.00		Upper Dam, Me. (Rangeley Lakes.)	Grand Trunk Ry., to Bryants Pond (T 74 or 76), Tuttle's Stage to Andover (T 79), And. Lakes Trans. Co. Stage to South Arm (T 169), And. Lakes Trans. Co. Steamer to Upper Dam (T 168), Steamer to Indian Rock (T 78), Rangeley Lakes Steamboat Co. Rangeley Outlet to Rangeley (T 78), Phillips & Rangeley R. R., to Phillips (T 77), Sandy River R. R., to Farmington (T 85), and Maine Central R. R., to Portland (T 52).....	10.90	12.40
75 5.20		Upper Dam, Me. (Rangeley Lakes.)	Grand Trunk Ry., to Portland & Rumford Falls R. R., to Rumford Falls (T 82), Stage to Andover (T 79), And. Lakes Trans. Co. Stage to South Arm (T 169), And. Lakes Trans. Co. Steamer to Upper Dam (T 168), Steamer to Indian Rock (T 78), Rangeley Lakes Steamboat Co. Rangeley Outlet to Rangeley (T 78), Phillips & Rangeley R. R., to Phillips (T 77), Sandy River R. R., to Farmington (T 85), and Maine Central R. R., to Portland (T 52).....	10.90	12.40
35 3.20		West Stewartstown, Me.	Grand Trunk Ry., to North Stratford (T 74 or 76), thence Maine Central R. R. (T 52), returning same route.....		8.35
50 6.85		Yarmouth, Me.	Grand Trunk Ry., (1 R T), limit one month.....		.65
		Yarmouth, Me.	Grand Trunk Ry., (1 R T), (Saturday to Monday).....		50

STEAMBOAT CONNECTIONS.

1896.

Androscoggin Lakes Transportation Co. Steamers will run daily (Sundays excepted) during lake navigation as follows: Leave South Arm 7.00 a. m. for Middle Dam, Upper Dam and all intermediate points. Returning, leave Upper Dam 10.00 a. m. Leave South Arm 1.00 p. m. (or earlier if stages are all in), for Middle Dam, Upper Dam, and all intermediate points. Returning, leave Upper Dam 3.30 p. m. Steamer *Parmachenee* or *Aziscohos* will run daily (Sundays excepted) during lake navigation as follows: Leave Lakeside, Cambridge, for Sunday Cove at 7.30 a. m. Leave Sunday Cove for Errol Dam at 9.00 a. m. Leave Errol Dam at 10.30 a. m. for Wentworth's Location. Leave Wentworth's Location for Errol Dam at 12.30 noon. Leave Errol Dam for Sunday Cove at 2.30 p. m. Leave Sunday Cove for Errol (if passengers) and Lakeside, Cambridge, at 3.30 p. m. Steamer *Magalloway* will probably run daily (Sundays excepted) during river navigation and until October 1st (and after that date if travel will admit it) between *Aziscohos* Falls, *Parmachenee* Lake and all *Magalloway* River points.

Black Diamond Line Steamers for Charlottetown, P. E. I., Sydney, C. B., and St. John's, Newfoundland, leave Montreal every week or ten days during season of navigation, as advertised from time to time.

Champlain Transportation Co. Steamers. Steamer *Vermont* leaves Plattsburg on week days at 7.00 a. m., Bluff Point 7.10 a. m., Port Kent 7.35 a. m., Burlington 8.40 a. m., arriving at Fort Ticonderoga about noon. Leave Fort Ticonderoga at 1.30 p. m., Burlington 5.30 p. m., Port Kent 6.00 p. m., Bluff Point 6.40 p. m., arriving at Plattsburg at 7.00 p. m. Steamer *Chateaugay* leaves Westport 7.00 a. m., touching at way landings, arrive Plattsburg 11.00 a. m. Leave Plattsburg 2.15 p. m., arrive Westport 6.45 p. m.

Charlottetown Steam Nav. Co. (Limited) Steamer leaves Point du Chene for Summerside daily (except Sundays) on arrival of Day Express from St. John. Also, leaves Pictou for Charlottetown daily (except Sunday) on arrival of Day Express from Halifax.

Citizen's Line Steamers on the Hudson River leave New York daily (except Saturday) at 6.00 p. m., arriving at Troy at 6.00 a. m. Leave Troy daily (except Saturday) about 7.45 p. m. on arrival of Delaware & Hudson R. R. trains from the north. Leaves Sundays at 6.00 p. m. Sunday steamers, both north and south-bound, touch at Albany.

Crosby Transportation Co. Steamers—WESTBOUND.—Steamers leave Grand Haven at 11.15 p. m. daily except Sunday on arrival of D. & M. Steamboat Express; arrives at Milwaukee 6.00 a. m. daily, except Monday.
EASTBOUND.—Steamers will leave Milwaukee 9.00 p. m. daily, except Saturday, arriving at Grand Haven at 4.00 a. m. daily, except Sunday, connecting with D. & M. Steamboat Express for Detroit, etc.

Deseronto Navigation Co.'s Steamers leave Gananoque for Clayton, etc., at 7.00 and 10.00 a. m., 3.00, 4.00 and 4.55 p. m., daily except Sunday.

Detroit & Cleveland Steam Navigation Co.'s Steamers for Lake Huron ports, leave Detroit 11.00 p. m. Mondays and Saturdays, and Port Huron 7.30 a. m. Tuesdays and Sundays; also leave Detroit 9.30 a. m. and Port Huron at 3.30 p. m. Wednesdays and Fridays. Leave Detroit for Cleveland 11.00 p. m. daily, Sundays included, during June, July, August and September.

Domino Atlantic Railway Steamer "Prince Rupert" Daily, except Sunday, until June 30:—Leave St. John 8.30 a. m., arrive Digby 11.15 a. m. Leave Digby 1.00 p. m., arrive St. John 3.45 p. m. Daily, except Sunday, from July 1 to Sept. 30:—Leave St. John 7.00 a. m., arrive Digby 9.30 a. m. Leave Digby 10.30 a. m., arrive St. John 1.00 p. m. Leave St. John 1.30 p. m., arrive Digby 4.00 p. m. Leave Digby 4.15 p. m., arrive St. John 6.45 a. m.

Erie & Western Transportation Co., Anchor Line Steamers leave Detroit every Saturday and, commencing with June 3, alternate Wednesdays, at 12.00 noon, Port Huron same days at 5.30 p. m. Arrive Mackinac Island every Sunday and, commencing with June 4, alternate Thursdays at 3.00 p. m., Sault Ste. Marie next morning at 6.00 a. m., Duluth every Wednesday and, commencing with June 7, alternate Sundays at 6.00 a. m. (Central time.)

Goodrich Transportation Co.'s Steamers on the Grand Haven route for Chicago will leave Muskegon at 6.00 p. m. and Grand Haven at 9.00 p. m., daily. Returning these steamers will leave Chicago every evening at 7.30 p. m., and arrive at Grand Haven in time for the early trains east the following morning.

Great Northern Transit Co.'s Steamers leave Collingwood and Owen Sound Mondays, Thursdays and Saturdays at 1.00 p. m. for Sault Ste. Marie. Also leave Collingwood on Tuesdays and Fridays at 4.00 p. m. for Parry Sound, Killarney, etc.

Hudson River Day Line Steamers leave Albany daily (except Sunday) at 8.30 a. m., arriving at New York at 6.00 p. m. Returning, leave New York at 8.40 a. m., arriving at Albany at 6.10 p. m. Last trips of the season about Oct. 15.

International Line Steamers from May 30, to June 29, leave Portland for St. John, etc., Mondays and Fridays at 5.00 p. m. From June 29, to Sept. 1, leave Portland Tuesdays and Fridays at 5.00 p. m.

Lake George Steamers leave Caldwell on week days at 9.30 a. m. and 4.40 p. m., arriving at Baldwin at 12.50 and 7.40 p. m. Returning, leave Baldwin at 7.00 a. m. and 1.00 p. m., arriving at Caldwell at 10.10 a. m. and 4.30 p. m.

Lake Michigan & Lake Superior Trans. Co. Express S. S. Manitou, of Lake Michigan Division, leaves Chicago for Mackinac Island Tuesdays 9.00 a. m., Thursdays 11.00 a. m., Saturdays 4.00 p. m. Returning, leaves Mackinac Island for Chicago Sundays 5.30 p. m., Wednesdays 9.00 a. m., Friday 12.45 p. m. Steamers of Lake Superior Division leave Chicago for Sault Ste. Marie, Marquette, Duluth, etc., Wednesday 9.00 p. m., leave Sault Ste. Marie Saturdays at 8.00 a. m. Returning, leave Duluth for Marquette, Sault Ste. Marie and Chicago Wednesdays 2.00 p. m., leave Sault Ste. Marie Saturdays at 8.00 a. m.

Lake Ontario & Bay of Quinte Steamboat Co. (Ltd.) Steamer leaves Cobourg 1.15 p. m., Port Hope 2.15 p. m. week days, arriving at Charlotte, N. Y. (Port of Rochester) 7.30 p. m.

Maine Steamship Co. Leaves Portland on Tuesdays, Thursdays and Saturdays about 6.00 a. m., arriving at New York on Wednesdays, Fridays, and Sundays about 7.00 p. m. Leave New York on Tuesdays, Thursdays and Saturdays about 5.00 p. m., arriving at Portland on Wednesdays, Fridays and Sundays about 6.00 p. m. Intermediate stops at Cottage City.

Muskoka Nav. Co.'s Steamers Leave Muskoka Wharf on week days for points on Lake Muskoka, Rosseau and Joseph, on arrival of mail train and Muskoka Express, and from July 4th until Sept. 1st, twice daily. Also leave Burk's Falls daily, except Sunday, at 7.00 a. m., for Magnetawan River points.

Niagara Nav. Co.'s Steamers leave Lewiston, commencing June 4th, on arrival of trains from Buffalo and Niagara Falls, at 8.00, 10.30 and 11.45 a. m., and 1.30, 5.30, and 6.35 p. m. Returning, leave Toronto at 7.00, 9.00 and 11.00 a. m., and 2.00, 3.30 and 4.45 p. m. daily, except Sunday.

Niagara Falls Line Steamers. Until June 5th, leave Port Dalhousie for Toronto at 10.00 a. m., returning at 3.30 p. m. daily, except Sunday. Commencing June 6th, leave Port Dalhousie at 10.10 a. m. and 7.15 p. m. Returning, leave Toronto at 7.45 a. m. and 3.20 p. m.

North American Transportation Co.'s Steamer "Admiral" leaves Dalhousie for Carleton, New Richmond, New Carlisle, Paspebiac, Port Daniel, Grand River, Percé and Gaspé, Wednesdays and Saturdays at 3.00 a. m. Returning leaves Gaspé Mondays and Thursdays at 2.00 a. m. Arriving Dalhousie 4.30 p. m.

Northern Steamship Co. Commencing about June 9, steamer will leave Buffalo at 9.30 p. m. on Tuesdays and Fridays, Detroit 3.30 p. m. on Wednesdays and Saturdays, arriving at Mackinac Island 10.00 a. m. and Sault Ste. Marie 7.00 p. m. on Thursdays and Sundays, and Duluth 4.30 p. m., Fridays and Mondays. Returning leave Duluth 1.45 p. m., Tuesdays and Saturdays for Sault Ste. Marie, Mackinac Island, Detroit, Cleveland and Buffalo.

North Shore Nav. Co. Steamers City of Collingwood and City of Midland leave Collingwood on Tuesdays and Fridays at 1.30 p. m., Meaford at 4.30 p. m. and Owen Sound 11.45 p. m. after arrival of night train from the South and West for Sault Ste. Marie and all intermediate ports. During July and August steamers will run to Mackinac Island.* Steamer City of Parry Sound leaves Collingwood Mondays and Thursdays at 1.30 p. m. for Parry Sound, Point Aux Barils, Byng Inlet, French River and Killarney,† Steamer City of Toronto leaves Penetanguishene and Midland daily (Sundays excepted) after the arrival of trains from south and east for the Islands, Sans Souci, Rose Point and Parry Sound, connecting with Steamer City of Parry Sound on Mondays and Thursdays at Parry Sound and with daily stage for Port Cockburn where connection is made with Muskoka Nav. Co.'s Steamers for all points on Muskoka Lakes to Gravenhurst.

North-West Transportation Co.'s Steamers leave Windsor Mondays and Thursdays at 6.00 p. m., Sarnia Tuesdays and Fridays at 5.00 p. m. as per sailing lists.

Ottawa River Nav. Co.'s Steamers leave Lachine for Ottawa daily, except Sunday, on arrival of train leaving Grand Trunk Ry. Station, Montreal, at 8.00 a. m. Leave Ottawa daily (except Sunday) at 7.30 a. m., connecting at Lachine with Grand Trunk Ry. train leaving Montreal at 11.00 p. m., running the Lachine Rapids and under Victoria Bridge, arriving at Montreal 6.30 p. m.

People's Line Steamers leave Albany at 8.00 p. m. daily (except Sunday) for New York. Returning, leave New York at 6.00 p. m. daily, except Sunday.

* Steamer City of London will leave Killarney every Monday, for Sault Ste. Marie calling at all ports including those that the larger steamers cannot enter. Returning will make close connection at Killarney with Steamer City of Parry Sound for Midland and trains for the South and East.

† On return connects at Midland and Collingwood with G. T. R. trains.

Portland, Mt. Desert & Machias S. B. Co. During May and to June 23, steamer Frank Jones will leave Rockland on Wednesdays and Saturdays at 6.00 a. m. Commencing June 23, three trips a week, leaving Rockland Tuesdays, Thursdays and Saturdays at 6.00 a. m.

Portland Steamship Co., between Portland and Boston, leave Portland and Boston daily (except Sunday) at 7.00 p. m. throughout the year. From middle of June to middle of September, Sunday trips will also be made, leaving both places at 7.00 p. m.

Quebec S. S. Co.'s Steamer will leave Quebec May 26 at 1.00 p. m., and thereafter every second Tuesday at 1.00 p. m. until September 15, after which steamer will leave on following dates: September 25, October 6, 16, 27, and November 6.

Richelleu & Ontario Navigation Co.'s Steamers.—**TORONTO & MONTREAL LINE.**—From June 1 to 13, inclusive, steamers leave Toronto at 2.00 p. m., Montreal at 10.00 a. m., Mondays, Wednesdays and Fridays. On and after June 15, leave Toronto and Montreal daily (Sundays excepted). From July 13 until August 23, inclusive, steamers leave Kingston and Clayton daily for Montreal. September 14 to 30, steamers leave Toronto and Montreal Mondays, Wednesdays and Fridays only.

MONTREAL & QUEBEC LINE leave Montreal for Quebec daily at 7.00 p. m., and Quebec for Montreal daily at 5.00 p. m. (Sundays excepted during spring and autumn months only.)

QUEBEC & SAGUENAY LINE, until June 13, leave Quebec Tuesdays and Fridays. From June 16 to July 11, inclusive, leaves Quebec Tuesdays, Wednesdays, Fridays and Saturdays. From July 13 to August 23, inclusive, daily (except Sundays). From August 25 until September 19, inclusive, leave Tuesdays, Wednesdays, Fridays and Saturdays. September 22 to close of navigation, Tuesdays and Fridays only.

Steamer Chateaugay. Take 8.00 a. m. train, Montreal to Lachine, connecting with steamer and running Lachine Rapids, arriving at Montreal 9.30 a. m.

Steamer Olaf leaves Pictou every Monday after the arrival of Halifax morning express for the Magdalen Islands, touching, both going and returning, at Georgetown and Souris, P. E. I. Leave Pictou every Wednesday night after arrival of last trains from Halifax and St. John, N. B., for Cheticamp, Cape Breton, calling both going and returning, at Port Hood, Mabou-mouth, Broadcove and Margaree.

Steamer St. Pierre is not now run from Halifax. Service will be performed by the Red Cross Line. Particulars of sailings will be given on application to General Passenger and Ticket Agent.

St. Lawrence River Steamboat Co. Steamer leaves Kingston daily at 5.00 a. m. and 2.30 p. m., arriving Cape Vincent 7.00 a. m. and 4.30 p. m. Returning, leaving Cape Vincent at 10.00 a. m. and 5.00 p. m., arriving Kingston 12.00 noon and 7.00 p. m.

The Plant Steamship Line. Bi-weekly service between Boston and Halifax. Leave Boston every Tuesday and Saturday at noon, arriving at Halifax next afternoon. Returning, leave Halifax every Wednesday at 8 a. m., arriving at Boston 10 a. m., next day. Leave Halifax every Saturday 10 p. m., arrive at Boston Monday 7 a. m. Leave Boston every Tuesday noon, arrive at Halifax Wednesday afternoon.

Thousand Island Steamboat Co. Steamer leaves Kingston daily (except Sunday) at 4.00 p. m. for Clayton, Alexandria Bay and Intermediate Thousand Island points. Steamer St. Lawrence leaves Alexandria Bay every afternoon upon her "Fifty Mile Ramble," and every evening upon her "Electric Search Light Excursion." The steamers of this Company also perform service between Cape Vincent and Clayton, and between Clayton and Alexandria Bay.

Trent Valley Navigation Company. From June 1 to September 30, steamer leaves Lindsay daily (except Sunday) at 11.30 a. m. and 5.45 p. m. for Sturgeon Point and Bobcaygeon, except Saturday, when boat leaves at 8.20 p. m., instead of 5.45. After September 30 at 3.00 p. m. daily, except Sunday.

Yarmouth S. S. Co. Steamers will leave Pier No. 1, Lewis Wharf, Boston, Mondays, Tuesdays, Thursdays and Fridays at noon for Yarmouth. Returning, leave Yarmouth for Boston every Tuesday, Wednesday, Friday and Saturday evening after arrival of train from Halifax.

SOUND STEAMER LINES.

Fall River Line. Schedule in effect until June 28th inclusive.

Steamers leave New York week days and Sundays at 5.30 p. m., touching at Newport at 3.15 a. m., due Fall River 5.00 a. m. Pullman vestibuled express trains leave steamboat wharf, Fall River, 5.25 and 7.40 a. m., being due at Park Square Station, Boston (New York New Haven & Hartford Railroad, Old Colony System) at 6.45 and 9.00 a. m., respectively. Returning from the East, Pullman vestibuled trains leave Boston, Park Square Station week days at 6.00 p. m., Sundays at 7.00 p. m., connecting with steamers leaving Fall River week days at 7.40 p. m., Sundays at 8.40 p. m., touching at Newport an hour later, due in New York 7.00 a. m.

Schedule of summer service, in effect from June 29th to September 6th, 1896. Steamers leave New York week days and Sundays at 5.30 p. m., due Fall River 5.00 a. m. Pullman vestibuled trains leave steamboat wharf, at 5.25 and 7.40 a. m. due Boston 6.45 and 9.00 a. m. The steamer touches at Newport Monday mornings only at about 3.15 a. m.

Steamers leave New York week days only at 6.30 p. m., due Newport at 4.00 a. m., remain there until 6.00 a. m., and then proceed to Fall River, reaching there at 7.00 a. m. Pullman vestibuled train leaves steamboat wharf 7.40 a. m., due Boston 9.00 a. m. Returning from Boston, trains leave Boston week days and Sundays at 6.00 and 7.00 p. m., connecting at Fall River with steamers leaving at 7.40 and 8.40 p. m. Boat leaving Fall River at 7.40 p. m. touches at Newport at 9.15 p. m., while that leaving at 8.40 p. m. runs through direct each being due at New York at 7.00 a. m. On Saturdays there is but one steamer to New York, when the 7.00 p. m. train from Boston makes connection with steamer at Newport.

Stonington Line P. & S. S. Co. Steamboat Express leaves Boston (Park Sq. Station) daily (Sunday excepted) at 6.30 p. m., connecting at Stonington with steamer due at New York 7.00 a. m. Returning, steamer leaves New York at 6.00 p. m., from new Pier 36, North River, one block above Canal Street.

Providence Line (June to November) **Steamboat Express** leaves Boston (Park Sq. Station) daily (Sunday excepted) at 6.30 p. m., connecting at Providence with steamer due at New York 7.00 a. m. Returning, steamer leaves New York at 5.30 p. m., from new Pier 36, North River, one block above Canal Street.

Newark Line Steamboat Express leaves Boston at 7.00 p. m. week days, steamer arriving at New York at 7.00 a. m. Returning, leave New York at 5.30 p. m.

NOTE.—For time tables not contained herein, or other information connected with Steamer service apply to the Company's agents, who are always furnished with latest information.

For rail and stage connections, see Time Table Folder of the Grand Trunk Railway System, Form A.

LIST OF SUMMER HOTELS AND BOARDING HOUSES

ON OR REACHED VIA THE LINES OF THE GRAND TRUNK RAILWAY.

There are a number of good Hotels at the principal points (New York, Buffalo, Detroit, Montreal, Toronto, etc.,) not shown in list. The rates are not guaranteed, but are compiled from the latest data furnished.

PLACE, HOTEL AND NAME OF PROPRIETOR OR MANAGER.	ACCOMMO- DATES.	RATES.	
		PER DAY.	PER WEEK.
Adirondack District.			
BLUE MOUNTAIN LAKE.			
Prospect House.....G. W. Tunncliffe	500	.....	Special.
Blue Mountain Lake House.....J. G. Holland	80	.....	Special.
Blue Mountain House.....T. M. Merwin	300	.....	Special.
LONG LAKE.			
New Sagamore.....E. Butler	200	.....	Special.
CHILDWOLD.			
Hotel Childwold.....W. F. Ingold	300	\$3.00 to \$4.00	\$15.00 to \$40.00
SARANAC LAKE.			
Hotel Ampersand.....Eaton & Young	250	4.00 upw'ds	\$21.00 upw'ds
Saranac Lake House.....Milo B. Miller	250	3.00 to 4.00	14.00 to 28.00
Hotel Algonquin.....John Harding	150	3.00 to 4.00	15.00 to 25.00
The Berkeley House.....Streeter & Denison	100	2.00 to 3.00	14.00 to 25.00
Riverside Inn.....Wallace Murray	100	3.00	Special.
Franklin House.....John C. Morgan	60	1.00 to 1.50.	Special.
Villa Dosey.....W. C. Rise	30	.....	Special.
Hotel Delnoute.....J. E. & W. H. Meagher	100	.....	12.00 upw'ds
The St. Bernard.....Frank G. Morse	35	.....	10.00 to 20.00
Linwood Cottage.....F. A. Montz	25	.....	10.00 to 15.00
Cedar Cottage.....Mrs. S. S. Thier	25	.....	8.00 upw'ds
Hotel St. Nicholas.....G. D. Grice	25	.....	6.00 upw'ds
Sans Souci.....Mrs. H. E. Cantwell	20	.....	8.00 upw'ds
Spring Rock Cottage.....Miss E. A. Wilcox	20	.....	8.00 to 12.00
Baker Cottage.....A. J. Baker	15	.....	9.00 to 10.00
Silver Maple House.....W. F. Roberts	15	.....	10.00 to 15.00
O'Mally Cottage.....Mrs. E. L. Jones	15	.....	8.00 upw'ds
Brenan Cottage.....J. Oakley	12	.....	12.00 to 17.50
Conklin House.....Mrs. Conklin	10	.....	12.00 to 15.00
Villa Oldene.....A. B. Moody	8	.....	10.00 to 12.00
Olive Hill House.....James Hughes	6	.....	6.00
And many Private Boarding Houses.			
LAKE PLACID.			
Mirror Lake House.....C. E. Martin	300	3.00 upw'ds	Special.
Stevens House.....J. A. & G. A. Stevens	300	3.00 to 4.00	Special.
The Ruiseaumont.....T. E. Krumbholz	300	4.00	21.00 to 50.00
Grand View House.....Henry Allen	250	3.00	Special.
Lake Placid House.....G. W. Baldwin	100	2.50 to 3.00	Special.
Whiteface Inn.....Child & Farintosh	150	3.00	18.00
Undercliff Cottage.....Dr. C. D. Alton	70	.....	Special.
Lake Side Inn.....Fred Lamb	35	.....	Special.
Bonny Blinke Cottage.....Mrs. Frazer	25	.....	Special.
Castle Rustico.....B. Leggett	20	.....	Special.

HOTELS AND BOARDING HOUSES.—Continued.

PLACE, HOTEL AND NAME OF PROPRIETOR OR MANAGER.	ACCOM- MODATES.	RATES.	
		PER DAY.	PER WEEK.
BLOOMINGDALE.			
Crystal Spring House.....Robeson & Sharland	50	.....	10.00 to 17.50
RAINBOW LAKE.			
Rainbow Lake Hotel .....J. M. Wardner	50	2.50	10.00 to 15.00
LOON LAKE.			
Loon Lake House.....Ferd. W. Chase	340	4.00	17.50 upw'ds
Hunters' Home.....F. La Bombard	40	.....	8.00
Private House.....Mrs. Chas. Fadden	8	.....	Apply.
Alexandria Bay, N. Y.			
Thousand Island House.....J. B. Wistear	700	4.00	21.00 to 28.00
Crossman House.....Charles W. Crossman	400	4.00	21.00 to 28.00
Edgewood.....	100	3.00	17.50 to 21.00
Hotel Westminster.....H. F. Inglehart	250	2.50	15.00 to 17.50
Central Park.....Association	200	2.50	14.00 to 17.50
Marsden House.....G. A. Marsden	50	2.00	10.00 to 12.00
St. James Hotel .....John Allen	20	2.00	10.00 to 12.00
Jefferson.....Z. Bigness	50	2.00	10.00 to 12.00
(Boarding House).....Dr. J. A. Boyd	25	2.00	.....
(Boarding House).....J. W. Woodworth	30	1.50 to 2.00	.....
Bay View Boarding House.....Weston Fall	50	2.00	.....
Andover, Me.			
Andover House.....A. W. Thomas	50	2.00	7.00 to 10.00
French's.....J. A. French	80	2.00	.....
Ausable Chasm, N. Y.			
Lake View House.....W. H. Tracy	50	3.00	10.00 to 18.00
Bala, Ont.			
River View House.....T. Currie	100	1.25	7.00
Clifton House.....J. Board	75	1.25	7.00
Bar Harbor, Me.			
West End.....	400	3.00 to 4.00	14.00 to 25.00
St. Sauveur.....Alley Bros	200	4.00	14.00 to 28.00
Malvern.....DeGrasse Fox	125	.....	Apply.
Newport House.....Wm. M. Roberts	150	2.50	14.00 to 15.00
Louisburg.....J. A. Butler	300	5.00	21.00 to 35.00
Rockaway House.....T. L. Roberts	100	2.00 to 2.50	12.00 to 18.00
Belmont House.....J. C. Manchester	120	2.50	14.00 to 18.00
Lynam House.....J. S. Lynam	125	2.50	14.00 to 18.00
Marlborough House.....H. P. Higgins	150	2.50 to 3.00	14.00 to 20.00
Porcupine.....C. R. Bacon	100	2.00 to 3.00	10.00 to 18.00
Rodick House.....R. W. Bee	700	2.00 to 4.00	Apply.
Birch Tree Inn.....J. A. Rodick	40	2.00	12.00 to 16.00
Brewer Hotel.....Nathaniel Noyes	25	2.00	.....
Everard Hotel.....S. G. Downs	60	2.50	15.00 to 25.00
Hotel Des Isle.....	60	.....	.....
Sherman Hotel.....Mrs. F. E. Sherman	50	2.00	Apply.
Bathurst, N. B.			
Keary House.....T. F. Keary	100	1.50	5.00 to 6.00
Carter's.....John Carter	30	1.00	4.50
International.....John Buchanan	20	.....	3.00
Power House.....M. Power	20	1.00	4.50
Albert House (Bathurst Village).....M. Grant	20	1.00	4.50
Wilbur House.....P. N. Wilbur	20	1.50	.....
Foley House.....P. P. Foley	20	1.00	.....
Baysville, Ont.			
Baysville House.....R. Richards	30	1.00	5.50
Norfolk House.....G. Howard	25	1.00	5.50

HOTELS AND BOARDING HOUSES.—Continued.

PLACE, HOTEL AND NAME OF PROPRIETOR OR MANAGER.	ACCOMMODATIONS DATES.	RATES.	
		PER DAY.	PER WEEK.
Beaumaris, Ont.			
Beaumaris Hotel.....E. Prowse	150	1.50	8.00 to 10.00
Bemis, Me.			
Camp Bemis (Bemis Bay).....F. C. Barker	40	2.00	10.00 to 15.00
The Birches (Students Isl'd, Me).....F. C. Barker	40	2.00	10.00 to 15.00
Berlin, N. H.			
Berlin House.....H. F. Marston	100	2.00	10.00
Wilson House.....C. C. Knapp & Son	70	1.50	8.00
*Chandler's Hotel.....J. H. Chandler	50	1.50	10.50
Bethel, Me.			
Bethel House.....W. F. Lovejoy & Son	100	2.00	7.00 to 12.00
The Elms.....W. F. Lovejoy & Son	50	2.00	7.00 to 12.00
Spring Grove House.....Mrs. Valentine	30	1.50	6.00 to 8.00
Locke Mountain House.....P. D. Locke	40	1.00	5.00 to 8.00
Bethlehem, N. H.			
†Maplewood Hotel.....Ainslie & Webster	400	4.50	
†Maplewood Cottage.....Chas. S. Patten	100	3.00	10.00 to 18.00
Sinclair House.....Durgin & Co.	350	3.50	17.50 to 24.50
Highland House.....J. H. Clark	100	2.50 to 3.00	18.00 to 30.00
Strawberry Hill House.....J. K. Barrett	100	2.50	10.00 to 16.00
And many others at rates varying from \$1.50 to \$3.00 per day, and from \$5.00 to \$24.00 per week.			
Bic, Que.			
Bic.....Michael Pineault	20	1.00	5.00
Hattie Bay House.....Joseph Lavoie	20	.70	4.50
(Boarding House).....Wm. Chamberland		1.00	5.00
(Boarding House).....M. L. Pineau	30	.75	5.00
(Boarding House).....H. Berubee		1.00	5.00
Bliddeford, Me.			
Goose Rocks House.....	300	2.50	10.00 to 14.00
Thatcher House.....	100	2.00	6.00 to 10.00
Bigwin Island.			
Bigwin Hotel.....	100	2.00	9.00
Block Island, R. I.			
Ocean View Hotel.....Nicholas Ball	400	3.50 to 7.00	
Spring House.....B. B. Mitchell	250	3.50	
The Manisess.....E. C. Allen	250	3.50	
Hygeia Hotel.....Dr. J. A. Champlin	150	2.00 to 3.00	
Highland House.....D. A. Mitchell	100	2.00 to 2.50	
Connecticut House.....Mrs. M. M. Day	100	2.00	
New Adrian Hotel.....Nathan Mott	100	1.50 to 3.00	
Piquot House.....T. A. Ball	100	1.50 to 2.00	
Surf Hotel.....Mrs. C. W. Willis	100	2.00	
Woonsocket House.....A. J. Rose	100	2.00	
Neptune Hotel.....T. R. Saulsbury	90	2.00 to 2.50	
National Hotel.....R. G. Lewis	90	2.50 to 3.50	
Eureka House.....M. A. Ball	80	2.50 to 3.00	
Sea Side House.....Francis Willis	60	1.50 to 2.00	
South Cliff Cottage.....Mrs. A. E. Vail	60	2.00	
The Windsor.....C. C. Rose	60	2.00	
Ocean Cottage.....H. A. Mott	50	1.50 to 2.00	
Block Island House.....G. W. Conley	50	1.50 to 2.00	
Central House.....R. S. Littlefield	50	2.00	
Mitchell's Cottage.....A. W. Mitchell	40	2.50	

* Post-Office address, Dummer, N. H.

† Post-Office address, Maplewood, N. H.

HOTELS AND BOARDING HOUSES.—Continued.

PLACE, HOTEL AND NAME OF PROPRIETOR OR MANAGER.	ACCOMMO- DATIONS.	RATES.	
		PER DAY.	PER WEEK.
Block Island, R. I.—Concluded.			
Rose Cottage.....Mrs. M. Rose	40	1.50 to 2.00	
Norwich House.....J. E. Rose	35	1.50 to 2.00	
Bellevue House.....L. B. Mott	80	1.50 to 2.00	
Harbor Cottage.....C. C. Ball	25	1.50 to 2.00	
Fair View Cottage.....L. Dodge	25	1.50	
Bluff Point, N. Y.			
Hotel Champlain.....O. D. Seavey	550	5.00	
Bobycaygeon, Ont.			
Rockland House.....Mrs. Goulals	100	1.00 to 1.50	Special.
Reid House.....Gardner Hunter	75	1.00	Special.
Boston, Mass.			
Brunswick.....Barnes & Dunklee		Amer. and	Europ. Plan.
Victoria.....C. A. Gleason		European	Plan.
Vendome.....C. H. Greenleaf & Co		American	Plan.
United States.....Tilly Haynes		Amer. and	Europ. Plan.
American House.....Geo. A. Keeler		Amer. and	Europ. Plan.
Revere House.....J. F. Morrow & Co		European	Plan.
Adams House.....George Hall		European	Plan.
Parker House.....J. R. Whipple & Co		European	Plan.
Young's.....J. R. Whipple & Co		European	Plan.
Quincy.....Sinclair & Mann		Amer. and	Europ. Plan.
Copley Square.....F. S. Risteen		Amer. and	Europ. Plan.
Thorndyke.....E. A. & J. L. Damon		European	Plan.
Bracebridge, Ont.			
British Lion.....W. J. Sebbett	50	1.00 to 1.50	Special.
Queen's.....J. Higgins	100	1.50 upw'ds	Special.
Dominion.....A. Foster	50	1.00 to 1.50	Special.
Albion.....J. & L. Lieshman	50	1.00 to 1.50	Special.
Brockville, Ont.			
St. Lawrence Hall.....Amos Robinson	100	2.00 to 3.00	
Revere House.....J. C. Bann	75	2.00 to 2.50	
Grand Central.....S. Conner	42	1.50	7.00
*Angler's Inn (Rideau Lake).....	50	3.00	15.00
†Armstrong House (Charleston Lake).....A. Armstrong	40	1.50	4.50
Bruce Mines, Ont.			
Queen's Hotel.....	50	1.00 to 1.50	
Bryant's Pond, Me.			
Glen Mountain House.....John M. Tobin	75	1.00 to 2.00	6.00 to 8.00
Buffalo, N. Y.			
Iroquois.....Woolley & Gerrans	500	4.00 to 5.00	
New Tiffs.....John Hood	400	2.50 to 4.00	17.50 upw'ds
Genesee.....Murphy & Clasy	400	3.00 to 5.00	17.50 to 25.00
Niagara.....C. J. Spaulding	200	3.50 to 5.00	Special.
Brozel.....B. L. Sheldon & Son	175	2.50 upw'ds	17.50
Mansion House.....Stafford & Co	300	2.50 to 3.00	
Arlington.....H. C. Orr	200	2.00	14.00
New Continental.....C. I. Baker	300	2.00	10.50
Stafford.....A. S. Warner	175	2.00 to 2.50	14.00
Carlton.....Jas. Cairns	125	1.50	10.50
Burk's Falls, Ont.			
Burk House.....D. F. Burk	75	1.50 to 2.00	8.00 to 10.00
Clifton House.....Fred Brasher	80	1.00 to 1.25	6.00

* On Rideau Lake, reached via B. W. & S. S. M. R'y from Brockville. Post-Office and Telegraph address, "Angler's Inn," Brockville, Ont.

† Reached via B. W. & S. S. M. R'y to Athens, thence by team.

HOTELS AND BOARDING HOUSES.—Continued.

PLACE, HOTEL AND NAME OF PROPRIETOR OR MANAGER.	ACCOMMO- DATIONS.	RATES.	
		PER DAY.	PER WEEK.
Cacouna, Que.			
St. Lawrence Hall..... T. D. Shipman	600	1.50 to 3.00	.....
Mansion House.....	300	1.00	.....
Various Boarding Houses at rate of \$5.00 per week.			
*Caledonia Springs, Ont.			
The Grand Hotel..... Grand Hotel Co.	300	2.50 to 3.80	10.50 to 17.50
Lake Cottage Hotel..... J. S. McDougall	150	1.00	4.50 to 7.00
Victoria Cottage Hotel..... D. McMaster	75	1.00	4.50 to 7.00
Cambridge, N. H.			
See Lakeside.			
Castine, Me.			
Acadian..... W. A. Walker	100	2.50	11.00 to 16.00
Castine House..... Mrs. C. B. Saunde	40	1.50	7.00 to 10.00
Hotel Pentagolt..... Mrs. Lizzie Lovejoy	40	2.00	7.00 to 12.00
Charlottetown, P. E. I.			
Hotel Davies..... J. J. Davies	100	2.00	10.00
Queen's Hotel..... P. P. Archibald	50	1.50 to 2.00	7.00 to 10.00
Rankin House..... Simon Bolger	55	1.00	4.00 to 5.00
Eureka Hotel..... C. Benoit	25	1.50	6.00
Chateaugay Lake, N. Y.			
Banner House..... J. S. Kirby	50	2.00 to 2.50	10.00 to 15.00
Chemong, Ont.			
Chemong Park Hotel..... A. Fobert	25	1.50	5.00 to 7.00
Chicoutimi, Que.			
Martin's Hotel.....		1.25 to 2.00	7.50 to 13.00
(Boarding House)..... J. Ouellette		1.00	15.00 per mo.
Clayton, N. Y.			
Isaac Walton House..... T. M. Esselstyn	250	2.00 to 3.00	14.00 to 17.50
Hubbard House..... Mrs. J. T. Hubbard	300	2.50 to 3.00	14.00 to 17.50
The New Windsor..... W. P. Hawes	100	2.50	14.00 to 17.50
Hayes House..... P. K. Hayes	20	1.50	10.00
Dewey House..... B. J. Battlinger	40	1.50	10.00
The Frontenac..... E. D. Dickinson	350	3.00 to 3.50	14.00 to 21.00
Colebrook, N. H.			
Colebrook House..... C. E. Hartshorn	75	2.00	7.00 to 10.50
Cottage City, Mass.			
Fawnee House.....	150	Europ. and	Amer. Plan.
Island House.....	100	2.50	15.00
Oakwood Cottage.....	50	Europ. and	Amer. Plan.
Vineyard Grove House.....	50	Europ. and	Amer. Plan.
Hotel Naumkeag.....	150	Europ. and	Amer. Plan.
Prospect House.....	150	Europ. and	Amer. Plan.
Bellevue.....	75		
Mottakeset Lodge.....	150	2.00 to 3.00	
The Narragansett.....	100	2.00 to 3.00	
Ocean View.....		2.00	
Sunset Pavilion.....			
Temple House.....			
Central House.....	50	2.00	
Crawford, N. H.			
Crawford House..... Barron & Merrill	400	4.50	21.00 to 28.00

* Railroad Station, Vanhook Hill; Stage connection with Caledonia Springs.

HOTELS AND BOARDING HOUSES.—Continued.

PLACE, HOTEL AND NAME OF PROPRIETOR OR MANAGER.	ACCOMMO- DATIONS.	RATES.	
		PER DAY.	PER WEEK.
Dalhousie, N. B.			
Murphy's.....Thos. Murphy	50	1.50	7.00 to 9.00
Clifton.....J. McLeod	50	1.50	7.00
Chaleur.....G. E. Mercier	40	1.00	3.00 to 5.00
Detroit, Mich.			
Hotel Cadillac.....Swart Bros.	800	3.00 to 5.00	.....
Russell House.....W. J. Chittenden & Co	200	3.00 to 4.50	.....
Wayne.....Jos. R. Hayes	200	2.00 to 5.00	.....
Hotel Normandle.....Carr & Reeve	100	2.00 to 2.50	.....
Hotel St. Clair.....Wm. P. Beyer	100	2.50	.....
Diamond Pond.			
Camp Diamond.....M. B. Noyes	50	1.50 to 2.50	7.00 to 10.50
Dixville Notch, N. H.			
†The Dix House.....	50	2.00 to 3.00	7.00 to 12.00
Dorset, Ont., (Cedar Narrows).			
Korway House.....D. McElroy	35	1.00	6.00
Summit House.....J. W. Gilpin	50	1.25	7.00
Dwight, Ont.			
Dwight House.....	25	1.00	5.50
Ellizabethtown, N. Y.			
The Windsor.....Orlando Kellogg	200	3.00 upw'ds	12.00 to 17.50
Maplewood Farm.....E. J. Coonrod	14	2.00	7.00 to 10.00
Mansion House.....Mrs. S. J. Lamson	150	2.50 to 3.00	10.00 to 14.00
Valley House.....W. H. Sherburn	125	2.00	10.00 to 12.00
Pine Grove House.....W. W. Sellingham	25	1.50	9.00 to 12.00
Errol, N. H.			
†Umbagog House.....W. A. Bragg	100	2.00	8.00
†Errol Dam House.....F. R. Allan	50	2.00	8.00
Fabyans, N. H.			
Fabyan House.....Barron & Merrill	400	4.50	17.50 to 28.00
Franconia Notch, N. H.			
Profile House.....Taft & Greenleaf	500	4.50	21.00 to 28.00
Flume House.....Elliot Bros	150	3.50	14.00 to 21.00
Fox Point, Ont.			
Vanamiella.....H. Cunnilton	20	1.00	5.50
Maple Valley.....J. McCutcheon	25	1.00	5.50
Gananoque, Ont.			
The Gananoque.....G. H. Burrows	150	2.00 to 4.00	Special.
International.....R. M. Gamble	75	2.00	Special.
Provincial.....N. McCarney	75	1.50 to 2.00	Special.
Gaspé, Que.			
Baker's.....	110	2.00	Special.
(Boarding House).....Mrs. Dumaresq	40	2.00	Special.
Morin's.....	40	1.50	Special.
Gilead, N. H.			
Glen Cottage.....Mrs. D. C. Lary	15	1.00	5.00
(Boarding House).....Mrs. Gammon	13	1.00	5.00
(Boarding House).....M. B. V. Watson	15	1.00	5.00
(Boarding House).....Geo. H. Robertson	20	1.00	5.00

† Post Office address, Colebrook, N. H.

‡ Post Office address, Errol, N. H. Daily stage from Berlin Falls.

HOTELS AND BOARDING HOUSES.—Continued.

WEEK.	PLACE, HOTEL AND NAME OF PROPRIETOR OR MANAGER.	ACCOMMODATIONS. DATES.	RATES.	
			PER DAY.	PER WEEK.
	Goderich, Ont.			
to 9.00	British Exchange Hotel.....Thos. Tilt	50	1.50	4.50 to 5.50
.00	International.....Wm. Craig	35	1.00	3.00
to 5.00	Huron.....D. McCormick	25	1.00	4.00 to 5.00
	Colborne.....G. Buxton	40	1.00	3.00
	Union.....Saults Bros	30	1.00	4.00
	Ocean.....Wm. Babb	25	1.00	4.00
	Park House.....Mrs. Shannan	25	1.00	5.00 to 10.00
	Fifty-three Boarding Houses at \$4.00 to \$8.00 per week.			
	Gore Bay, Ont.			
	Mansion House.....	40	1.00 to 1.50	.....
to 10.50	Queen's Hotel.....	40	1.00 to 1.50	.....
	Gorham, N. H.			
to 12.00	Alpine House.....G. D. Stratton	150	3.00	15.00
	Willis Cottage.....Mrs. Evans	40	1.50	5.00 to 8.00
.00	Grove Cottage.....Chas. E. Philbrooke	25	1.50	6.00 to 10.00
.00	Randolph Hill House.....Chas. E. Lowe	100	1.50	6.00 to 10.00
	Eagle House.....L. L. Jackson	50	2.00	3.50 to 5.00
.50	Ravine House.....L. M. Watson	75	1.50	6.00 to 10.00
	Gravenhurst, Ont.			
to 17.50	Windsor.....D. B. LaFranier	75	1.00 to 1.50	7.00
to 10.00	Albion.....F. Wesley	50	1.00	7.00
to 14.00	Caledonian.....Jno. Sharp	45	1.00	7.00
to 12.00	Grimsby, Ont.			
to 12.00	Lake View House.....J. D. Strawn	150	1.50 to 2.00	8.00
	Park House.....J. D. Strawn	200	1.00 to 1.50	4.00
	Grindstone Neck.			
.00	Grindstone Inn.....J. G. Weygandt	135	3.00	17.00 to 40.00
.00	Groveton, N. H.			
to 28.00	Metcher House.....E. E. Tibbetts	75	2.00	7.00 to 14.00
	Eagle Hotel.....Merriam, Johnson & Co	40	2.00	7.00 to 14.00
	Union House.....H. S. Goodwin	20	1.00	3.00 to 4.00
	Hal Hal Bay, Que.			
to 28.00	McLeans.....	35	1.00 to 2.00	.....
to 31.00	Also, various private houses, at rate of \$1.00 per day, and \$16.00 per month.			
.50	Halifax, N. S.			
.50	Queen's.....A. B. Sheraton	200	2.00 to 2.50	Special.
cial.	Halifax.....H. Heslein & Son	350	2.50 to 3.00	Special.
cial.	Royal.....Mrs. Mulcahey	50	1.25	5.00 to 6.00
cial.	Waverley House.....Mrs. Romans	60	2.50	10.50
cial.	Carleton House.....Mrs. Mayeson	40	1.25 to 1.50	5.00 to 7.00
cial.	The Acadian.....Mrs. Nichols	40	1.25	6.00
cial.	Albion.....Grant Bros	75	1.50	7.00
cial.	Lorne House.....Jno. S. Lomas	50	1.50 to 2.00	5.00 to 9.00
cial.	Revere House.....J. Priest	50	1.50	5.00 to 7.00
cial.	Grosvenor.....J. C. Morrison	70	2.00 to 2.50	8.00 to 10.00
	Hamilton, Ont.			
.00	Royal.....Thos. Hood	200	2.50 to 3.50	.....
.00	St. Nicholas.....McLean & Smith	75	1.50 to 2.00	10.50
.00	Commercial Hotel.....H. Maxey	100	1.00	.....
.00	Revere.....John Staunton	50	2.00	10.00
.00	American.....F. W. Bearman	70	1.00 to 1.50	.....
	Dominion.....T. Armstrong	60	1.00	.....
	Victoria.....J. Rowan	50	1.00	4.00 to 5.00

HOTELS AND BOARDING HOUSES.—Continued.

PLACE, HOTEL AND NAME OF PROPRIETOR OR MANAGER.	ACCOMMO- DATIONS.	RATES.	
		PER DAY.	PER WEEK.
Huntsville, Ont.			
Reid House.....J. M. Reid	150	1.50 upw'ds	Special.
Domlnion Hotel.....J. A. Kelley	30	1.00	3.00 to 5.00
Gilchrist House.....Edward Pym	25	1.00	3.00 to 5.00
Vernon.....James Harper	50	1.00	3.00 to 5.00
Also various private houses at rates of \$1.00 per day and \$4.00 to \$6.00 per week.			
Island Pond, Vt.			
Stewart House.....C. M. Dyer	100	2.00	10.00 to 14.00
Essex House.....M. C. Davis	70	1.00	5.00 to 8.00
Jefferson, N. H.			
The Waumbek.....Porter & Judd	300	4.00	18.00 to 98.00
Plaisted House.....P. C. Plaisted	150	3.50	12.00 to 15.00
Stallbird House.....Levi Stallbird	25	2.00	6.00 to 10.00
Cold Spring House.....W. H. Crawford	30	1.00	7.00
Jefferson Hill House.....E. E. Bedell	100	3.50	10.50 to 17.50
Grand View House.....F. M. Bradley	40	3.00	10.00 to 18.00
Hillside Farm House.....N. M. Davenport	30	1.50	7.00 to 8.00
*Mount Adams House.....J. W. Crawshaw	60	.....	7.00 to 12.00
*Crawford House.....E. A. Crawford	50	.....	8.00 to 12.00
*Pliny Range House.....G. W. Crawford & Son	50	2.00	6.00 to 10.00
*Highland House.....J. L. Pottle	50	.....	7.00 to 10.00
Union House.....Hight Brothers	30	1.50	7.00 to 10.00
Cloverdale Cottage.....Palmer & Kenison	25	1.25	7.00
Kagawong, Ont.			
Hilliard House.....	50	1.00 to 1.50	.....
Kamourask, Que.			
St. Louis.....W. Blais	150	1.00	7.00
Labrie.....Miss E. Labrie	100	1.00	7.00
Temperance.....Miss Dechenes	60	1.00	7.00
Ward's.....Thos. Ward	50	1.00	7.00
Langlais.....Miss M. Langlais	40	1.00	7.00
Keene Valley, N. Y.			
Adirondack House.....S. Kelly	100	2.50	10.00 to 15.00
St. Hubert's Cottage.....Beed & Houghton	40	2.00	10.00 to 18.00
St. Hubert's Inn.....Beed & Houghton	300	.....	15.00 to 35.00
Estes House.....J. H. Estes	35	2.00	8.00 to 12.00
Kennebunkport, Me.			
Ocean Bluff.....	450	3.00 to 4.00	15.00 to 28.00
Parker House.....	150	3.00 to 3.50	12.00 to 21.00
§Beach House.....	70	1.50 to 2.00	8.00 to 12.00
Cliff House.....	150	.....	7.00 to 15.00
Glen Cottage.....	80	2.33	10.00 to 13.00
§Granite State House.....	50	1.50	7.00 to 15.00
§Seaview House.....	50	2.00	3.00 to 15.00
Seaside House.....	15	1.50	8.00
Ledge Cottage.....	25	1.50	8.00
§Sea Grove Cottage.....	75	2.00	8.00 to 15.00
Riverside House.....	15	2.00	8.00 to 15.00
Grand View Cottage.....	50	.....	7.00 to 15.00
Highland House.....	50	2.00	9.00 to 15.00
Nonantum House.....	50	2.00	10.00 to 15.00
Arundel House.....	50	2.00	8.00 to 12.00
Norton House.....	75	2.00	9.00 to 15.00
Beckford House.....	75	2.00	8.00 to 14.00
§Eagle Rock House.....	40	1.00 to 2.00	7.00 to 12.00
Shiloh House, Cape Porpoise.....	125	.....	.....
Grove Hill House.....	40	2.00	10.00 to 13.00
§Bass Rock House.....	.....	.....	.....
§The Ridgewood.....	.....	.....	.....

* Post Office address, Jefferson Highlands.

† Reached from St. Paschal Station, Intercolonial Railway.

§ Railroad Station, Kennebunk Beach.

|| Grove Station.

HOTELS AND BOARDING HOUSES.—Continued.

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PER WEEK.

Special.
3.00 to 5.00
3.00 to 5.00
3.00 to 5.00

10.00 to 14.00
5.00 to 8.00

18.00 to 28.00
12.00 to 15.00
6.00 to 10.00

7.00
0.50 to 17.50
0.00 to 18.00
7.00 to 8.00
7.00 to 12.00
8.00 to 12.00
6.00 to 10.00
7.00 to 10.00
7.00 to 10.00
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0.00 to 15.00
0.00 to 18.00
5.00 to 35.00
8.00 to 12.00

5.00 to 28.00
2.00 to 21.00
8.00 to 12.00

7.00 to 15.00
0.00 to 13.00
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8.00 to 15.00
8.00 to 15.00
7.00 to 15.00
9.00 to 15.00
0.00 to 15.00
8.00 to 12.00
9.00 to 15.00
8.00 to 14.00
7.00 to 12.00

0.00 to 13.00

PLACE, HOTEL AND NAME OF PROPRIETOR OR MANAGER.	ACCOM- MODATIONS DATE.	RATES.	
		PER DAY.	PER WEEK.
Killarney, Ont. Killarney House.....	40	1.00 to 1.50	.....
Kingston, Ont. Hotel Frontenac..... T. Crate British-American..... T. Crate City Hotel..... J. S. Randolph Anglo-American..... W. B. Reed Windsor..... A. J. Fralick	150 150 150 75 50	2.50 to 4.00 2.00 to 3.00 1.50 to 2.00 1.00 to 1.50 1.00 to 1.50	15.00 to 25.00 10.00 to 15.00 8.00 to 10.00 5.00 to 7.00 6.00 to 8.00
Lake Edward. Laurentides House..... Robt. Rowley, Jr	.....	2.00	10.00 to 12.00
Lake George, N. Y. The Sagamore..... M. O. Brown Fort William Henry..... Carpenter's..... J. H. Carpenter Crosbyside..... F. G. Crosby Hundred Island House..... R. O. Brady & Co Roger's Rock..... T. J. Treadway Trout Pavilion..... J. M. Cronkhitte Bolton House..... L. D. Waters Mohlean House..... E. B. Winslow Also many other hotels and boarding houses.	400 700 50 200 100 80 125 90	..... 4.00 2.00 to 3.00 3.00 2.50 to 3.00 3.00 2.50 3.00 3.00	..... ..... 15.00 to 18.00 12.00 to 17.00 10.00 10.00 to 12.00 12.00 to 19.00
Lake St. John, Que. †Hotel Roberval..... T. Kenna ‡Island House..... T. Kenna	300 125	3.00 to 5.00 3.00	Special. Special.
Lake St. Joseph. Lake View House..... T. L. Douglas	125	1.75 to 2.00	Special.
Lakefield, Ont. Tremont Hotel..... N. Ingram Queen's Hotel..... R. J. Munroe	25 25	1.50 1.50	5.00 to 7.00 5.00 to 7.00
Lakeside, N. H. The Lakeside..... Andros. Lake Trans. Co	40	2.00	10.50
Lancaster, N. H. Lancaster House..... L. B. Whipp Williams House..... J. M. Hopkins High St. Cottage..... T. D. Curbee Page Cottage..... M. L. Page	200 75 40 25	3.00 1.50 1.50	10.50 to 21.00 7.00 to 10.00 10.00 8.00 to 10.00
Little Current, Ont. Mansion House..... Queen's Hotel.....	40 40	1.00 to 1.50 1.00 to 1.50	..........
Little Metis, Que. Turriff Hall..... R. Turriff Seaside House..... W. Astle & Bros Cascade House..... G. McNider Woodland House..... J. Smith Green Hill House..... W. Turriff Roy's..... A. Roy	100 150 100 50 30 20	1.50 1.50 1.50	6.00 to 7.00 6.00 to 7.00 7.00 to 8.00
Flagalloway, Me. Flint's.....	40	2.00	10.50
Manitowaning, Ont. Lake View Hotel.....	75	1.00 to 1.50	.....

† Post Office address, Roberval, Quebec.

‡ Post Office address, Grand Discharge, Quebec.

HOTELS AND BOARDING HOUSES.—Continued.

PLACE, HOTEL AND NAME OF PROPRIETOR OR MANAGER.	ACCOMMO- DATIONS.	RATES.	
		PER DAY.	PER WEEK.
Naplewood. (See Bethlehem, N. H.)			
Nassena Springs, N. Y.			
Hatfield House.....A. Hatfield	400	2.50	10.00 to 14.00
White's.....W. C. White	200	2.00	Special.
Harrowgate House.....W. R. Stearns	150	2.00	6.00 to 12.00
Smith's.....E. M. Smith	30	1.50	6.00 to 10.00
Allen House.....J. Reed	40	1.50	6.00 to 10.00
Niddle Dam, Nc.			
Angler's Retreat.....And. Lakes Trans. Co	40	2.50	10.50
Midland, Ont.			
Queen's.....W. Rogers	40	1.00	4.00
Hewitt.....C. Pellitier	40	1.00	4.00
Gladstone.....H. J. Nicklin	40	1.00	4.00
American.....Jos. Hill	30	1.00	3.00
Moncton, N. B.			
Brunswick Hotel.....Geo. McSweeney	100	2.00	10.00 to 12.00
Royal Hotel.....Wm. Wallace	100	2.00	7.00 upw'ds
Queens Hotel.....Thos. F. LeBlanc	50	1.50	4.00 to 5.00
Commercial Hotel.....P. Gallagher	100	2.00	7.00 to 15.00
Montreal, P. Q.			
Windsor.....H. S. Dunning	500	3.50 to 5.00	.....
St. Lawrence Hall.....Henry Hogan	400	2.50 to 4.00	17.50 to 24.00
Balmoral.....E. H. Dunham	350	2.00 to 3.50	14.00 upw'ds
Queen's.....B. G. Frazer-Crierle	250	2.00 upw'ds	.....
Albion.....Kinne & Peavy	200	1.50 to 2.00	10.00 upw'ds
Richellen.....I. B. Durocher	150	2.50 to 3.50	12.00 upw'ds
Hotel Cadillac.....J. W. Lewis	150	1.50 to 2.50	10.50 upw'ds
St. James.....C. & N. Vallée	150	2.00 to 2.50	14.00 upw'ds
Waverly House.....W. Bogle	100	1.50 to 2.50	9.00 to 15.00
Riendeau.....J. Riendeau	100	2.00 to 3.00	10.50 upw'ds
Turkish Bath Hotel.....F. E. McKyes	200	1.75 to 2.50	.....
Avenue House.....E. S. Reynolds	125	1.50 to 2.50	.....
Mount Washington, N. H.			
Summit House.....Barron & Merrill	150	5.00	.....
Murray Bay, Que.			
Lorne House.....Chamard	.....	1.50	8.75
Narragansett Pier, R. I.			
Rockingham.....J. G. Burnes & Son	500	3.00 to 7.00	.....
Mathewson House.....S. W. Mathewson	500	3.00 to 4.50	.....
Atlantic House.....S. T. Browning	200	2.50 to 4.00	.....
The Revere.....J. A. Rose	200	2.50 to 4.00	.....
Green's Inn.....H. W. & N. R. Green	120	3.00 to 5.00	.....
The Continental.....Gilbert Johnson	240	3.00 to 4.00	.....
Hotel Columbus.....W. A. Nye	120	3.00 to 5.00	.....
The Gladstone.....W. A. Nye	400	3.00 to 6.00	.....
Chandler House.....T. Chandler	100	2.00 to 3.00	.....
Atwood House.....J. A. Tucker	200	3.00 to 4.00	.....
Massasoit.....John Babcock	200	3.00 to 5.00	.....
Metatxet House.....J. H. Caswell	200	3.00 to 5.00	.....
Arlington.....E. L. Caswell	100	3.00 to 4.00	.....
Congdon House.....Henry Sherman	30	1.00 to 3.00	.....
Pettaquamscutt House.....Peleg Brown	60	3.00 to 4.00	.....
Rockingham Annex.....J. G. Burnes & Son	200	Amer. and Europ. Plan.	.....
Tower Hill House.....C. H. Priday	300	1.50 to 2.50	.....

HOTELS AND BOARDING HOUSES.—Continued.

PLACE, HOTEL AND NAME OF PROPRIETOR OR MANAGER.	ACCOM- MODATEL.	RATES.	
		PER DAY.	PER WEEK.
New Glasgow, N. S.			
Windsor.....Mrs. C. McKenzie	50	1.50	4.00 to 5.00
Norfolk.....H. Murray	50	1.50	5.00 to 7.00
Vendome.....D. McDermid	75	1.50	5.00 to 7.00
Newport, R. I.			
Ocean House.....W. F. Leland	400	4.00	Special.
Perry House.....W. S. O'Brien	100	3.00	Special.
Brayton House.....J. B. Brayton	100	1.50 to 2.50	
Ambrose Hotel.....J. S. Stitt	10	2.00	
Aquidneck House.....Thos. J. O'Neill	150	4.00	
Central House.....Geo. E. Houghton	75	2.50	
Cliff Ave. Hotel.....Louis P. Roberts	150	4.00 to 5.00	
United States Hotel.....J. F. Parsons	75	2.50	
New York, N. Y.			
Hoffman House, 1111 Broadway.....		European	Plan.
Imperial, corner Broadway and 32d Street.....		European	Amer. Plan.
Marlborough, cor. Broadway and 36th Street.....		Europ. and	Amer. Plan.
Metropole, 42d Street and Broadway.....		European	Plan.
Fifth Avenue, corner 5th Ave. and 23d Street.....			
Hitchcock, Darling & Co.....		American	Plan.
Albermarle, corner Broadway and 24th street.....			
Janier & Walter.....		European	Plan.
Astor House, 231 Broadway.....		European	Plan.
Cosmopolitan, Chambers St. W. Broadway.....			
G. K. Lansing.....		European	Plan.
Murray Hill, 4th Ave. and 40th St.....		Amer. and	Europ. Plan.
Brevort, 11 Fifth Avenue.....		European	Plan.
Brunswick, 225 Fifth Avenue.....		Europ. and	Amer. Plan.
Everitt, corner 4th Ave. and 17th Street.....		European	Plan.
Gilsey, Broadway and 29th Street.....		European	Plan.
Grand Union, 4th Ave. and 42d Street.....		European	Plan.
Windsor, 5th Ave. and 46th Street.....		Amer. and	Europ. Plan.
Holland, 276 Fifth Avenue.....		European	Plan.
Plaza, Fifth Avenue and 59th Street.....		Amer. and	Europ. Plan.
Morton, Broadway and 14th Street.....		European	Plan.
New York, 665 Broadway.....		American	Plan.
Grand, Broadway and 31st St.....		European	Plan.
New Netherlands, 5th Ave. and 59th St.....		Europ. and	Amer. Plan.
St. Cloud, 42d Street and Broadway.....		European	Plan.
Savoy, Fifth Ave. and 59th Street.....		Europ. and	Amer. Plan.
Waldorf, 33d Street and Fifth Ave.....		European	Plan.
Niagara Falls, N. Y.			
International.....Horace Fox	500	3.00	
Cataract.....J. E. Devereaux	350	4.00	
Koltenbach.....A. Koltenbach	50	3.00	
Hotel Porter.....P. C. Owen	200	2.50	
Harvey House.....M. G. Lampkins	75	2.00	
Salt's New Hotel.....Salt & Tobey	100	2.00	
Niagara House.....Jno. Hayes	75	2.00	
Prospect House.....D. Isaacs	100	3.00	
Hotel Atlantique.....	60	2.00	
United States.....M. McMahon	50	2.00	
Niagara Falls.....R. A. Ferguson	50	2.00	
Cosmopolitan.....J. Callahan	50	2.00	
Rapids House.....J. Beaver	50	2.00	
Temperance House.....H. Hubbs	100	1.50	
Columbus Hotel.....J. Callahan	100	2.00	
Imperial Hotel.....R. C. Owen	150	2.00	
Hotel Miley.....M. Miley	75	2.00	
Tower Hotel.....Geo. F. Hurlbert	50	2.00	
American Hotel.....J. A. Buckley	50	2.00	
European Hotel.....Frank Nassoy	50	2.00 to 2.50	



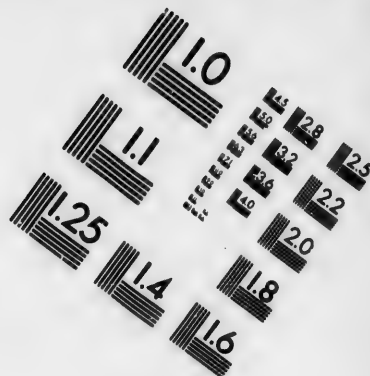
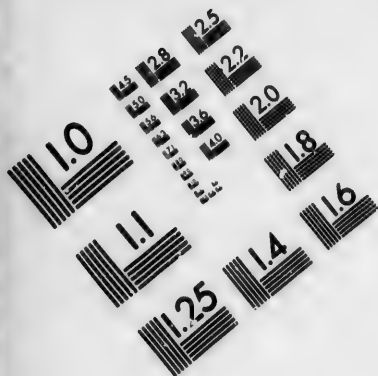
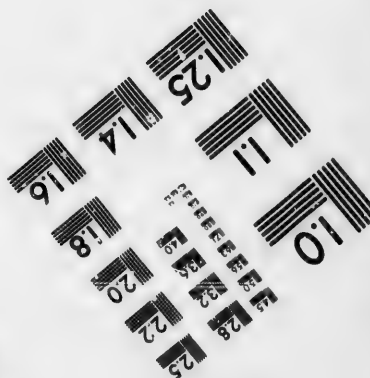
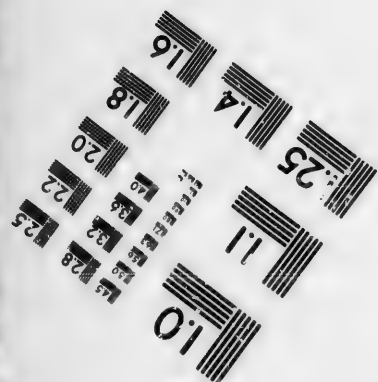
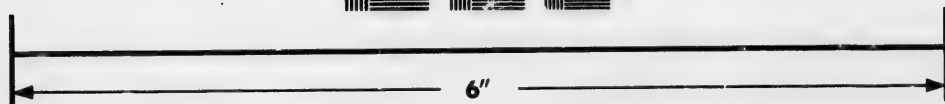
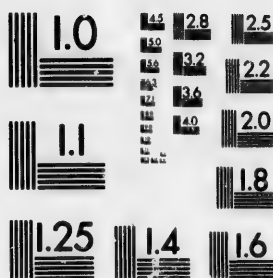


IMAGE EVALUATION TEST TARGET (MT-3)



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Sciences
Corporation

23 WEST MAIN STREET
WEBSTER, N.Y. 14580
(716) 872-4503

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HOTELS AND BOARDING HOUSES.—Continued.

PLACE, HOTEL AND NAME OF PROPRIETOR OR MANAGER.	ACCOMMO- DATIONS.	RATES.	
		PER DAY.	PER WEEK.
Niagara Falls, Ont.			
Clifton House.....G. M. Colburn	600	4.00	.....
Waverley House.....W. Henry	.....	1.50	.....
Imperial.....Thos. Caffie	15	1.00 to 1.50	.....
Grand Central.....Jas. Dickinson	15	1.00 to 1.50	.....
American Hotel.....Jas. Williams	15	1.50 to 2.00	.....
New Windsor Hotel.....Jas. Keating	38	2.00	.....
Rosli House.....Wm. Byrne	15	3.00	.....
North Stratford, N. H.			
Percy House.....D. J. McConnell	25	1.00	3.50
North East Harbor.			
The Kimball House.....L. E. Kimball	150	4.00 to 5.00	19.00 to 35.00
The Clifton House.....C. A. Kimball	75	3.00 to 4.00	14.00 to 25.00
Rock End Hotel.....H. L. Savage	150	3.00 to 4.00	14.00 to 25.00
Harbor Cottages.....A. C. Savage	100	3.00 to 3.00	12.00 to 21.00
Indian Head Cottages.....A. L. Manchester	40	2.00	10.00 to 14.00
Norway, Me.			
Beal House.....W. K. Bickford	80	2.00	10.00
Elin House.....W. W. Whitmarsh	50	1.50	8.00
Ogdensburg, N. Y.			
Seymour House.....F. J. Tallman	125	2.00 to 3.00	10.50 to 12.40
Windsor House.....J. B. Jillson	60	2.00 to 2.50	10.00 to 12.00
Hotel Lovejoy.....Chas. Harris	25	2.00	10.00 to 12.00
Old Orchard Beach, Me.			
Old Orchard House.....	500	.....	.....
Hotel Fleke.....	300	3.00 to 3.50	14.00 to 21.00
Seashore House.....	300	3.00 to 4.00	14.00 to 25.00
Lawrence House.....	150	2.50	9.00 to 15.00
Gorham House.....	100	2.00 to 2.50	.....
Aldine House.....	125	2.00 to 3.00	10.00 to 16.00
Hotel Belmont.....	125	2.00 to 3.00	15.00 to 30.00
Irving House.....	100	1.00 to 2.00	7.00 to 10.00
Montreal House.....	100	2.00	10.00 to 15.00
Revere House.....	100	1.50 to 2.00	14.00
Hotel Everett.....	150	2.00 to 3.00	10.00 to 17.00
The Imperial.....	400	2.00 to 3.00	9.00 to 20.00
Cleaves Restaurant.....	75	2.00	10.00
Cleaves House.....	40	2.00	10.00 to 12.00
Pine Cottage.....	35	1.50	7.00 to 10.00
Staples Cottage.....	60	.....	7.00 to 8.00
Central Park House.....	50	1.00 to 1.50	.....
Linwood House.....	50	2.00	7.00 to 10.00
Western.....	35	.....	7.00 to 12.00
Ingleside Cottage.....	50	1.50	7.00 to 10.00
Waverley Cottage.....	25	.....	7.00
Atlantic House.....	75	1.50 to 2.50	9.00 to 12.00
Lowell House.....	50	1.50 to 2.00	7.00 to 12.00
Lynn Cottage.....	50	1.50	.....
Seaside House.....	45	1.00 to 1.50	.....
Granite State House.....	75	1.50 to 2.00	.....
Lawrence Cottage.....	50	2.00	.....
Home Restaurant.....	50	.....	.....
Howard House.....	25	.....	.....
Cedar Brook Cottage.....	25	1.00 to 1.50	8.00 to 10.00
Ottawa, Ont.			
The Russell.....F. X. St. Jacques	500	2.50 to 4.00	.....
Grand Union.....John Graham	130	2.00	.....
Windsor.....S. Daniels	200	2.00 to 2.50	.....

HOTELS AND BOARDING HOUSES.—Continued.

PLACE, HOTEL AND NAME OF PROPRIETOR OR MANAGER.	ACCOMMO- DATIONS.	RATES.	
		PER DAY.	PER WEEK.
Ottawa, Ont.—Concluded.			
Brunswick..... John Huckell	75	1.00	.....
Dominion Hall..... Mrs. C. F. Pattee	50	1.00	.....
Revere House..... M. Quinn	50	1.00	.....
Owen Sound, Ont.			
Seldon House..... F. J. Shipman	100	1.50	7.00
Comeley House..... D. Comeley	125	1.00	3.00 to 4.50
Caulson House..... Gladstone & Eveleigh	75	1.00	5.00
Patterson House..... W. M. Mathews	250	1.50 to 2.00	.....
Queen's Hotel..... Mrs. A. Duncan	100	1.00	3.50 to 5.50
Parry Sound, Ont.			
Belvidere Hotel.....	150	1.00 to 1.50	6.00 to 8.00
Canada Atlantic.....	50	1.00 to 1.50	6.00 to 8.00
Mansion House.....	40	1.00 to 1.50	6.00 to 8.00
Rose Point.....	75	1.50 to 2.00	8.00 to 10.00
Sans Souci.....	50	1.00 to 1.50	.....
Penetang, Ont.			
The Penetanguishene..... Address the Steward	.....	.....	10.00 upw'ds
Lakeside.....	200	2.00	10.00
Bay View House..... T. O. Reilly	25	1.00	3.00 to 4.00
Canada House..... J. Cloutier	50	1.50	4.00 to 6.00
Georgian Bay Hotel..... Mrs. E. Devlin	75	1.50	4.00 to 6.00
Northern Hotel..... J. Dusome	50	1.00	3.00 to 4.00
Peninsula Portage, Ont.			
Lake View Hotel..... John Henderson	50	1.00	6.00
Deerhurst Hotel..... C. W. Waterhouse	40	1.50	9.00
Pictou, N. S.			
Revere..... N. Doherty	75	2.00	8.00 to 10.00
Central..... D. P. Adamson	15	1.00	3.00 to 5.00
Victoria..... L. Forrester	20	.75	3.00
Dominion..... J. W. Lewis	20	1.25	4.00 to 5.00
Royal Hotel..... Healy & Waggott	100	1.00 to 1.50	6.00
Globe Hotel..... W. H. Vanalstine	100	1.00	5.00
Quinte Hotel..... Empey & Tierney	50	1.00	5.00
Tecumseh Hotel..... A. McDonnell	75	1.00	5.00
Queen's Hotel..... C. Jarvis	50	1.00	5.00
Pictou Hotel..... R. Sullivan	25	1.00	5.00
Poland Springs, Me.			
Poland Spring House..... H. Ricker & Son	500	*4.50 to 5.00	20.00 to 35.00
Mansion House..... H. Ricker & Son	100	3.00	12.00 to 18.00
Port Carling, Ont.			
Inter-Laken Hotel..... R. A. Arksey	40	1.25	7.00
Stratton House..... J. Fraser	50	1.25	7.00
Port Cockburn, Ont.			
Hotel..... H. Fraser & Sons	150	1.50	10.00
Portland District.			
PORTLAND, ME.			
Falmouth..... J. K. Martin	400	3.00 to 4.00	20.00 to 30.00
Preble House..... J. C. White	200	3.00 to 3.50	14.00 to 30.00
West End Hotel..... H. M. Castner	150	2.00 to 3.50	.....
United States..... Foss & O'Connor	150	2.00 to 2.50	14.00
Merchant's Exchange..... C. S. Swett	100	1.50 to 2.00	6.00 to 12.00
St. Julien..... R. W. Underwood	100	1.50 to 2.00	.....
CUSHINGS ISLAND.			
Three miles from Portland by Steamer.			
Ottawa House..... B. C. Gibson	400	3.00 to 4.00	14.00 to 30.00

* From July 6th to Sept. 10th. At other times from \$3.50 to \$4.50.

HOTELS AND BOARDING HOUSES.—Continued

PLACE, HOTEL AND NAME OF PROPRIETOR OR MANAGER.	ACCOMMO- DATIONS.	RATES.	
		PER DAY.	PER WEEK.
Portland District.—Concluded.			
FALMOUTH FORESIDE.			
Six miles from Portland, on the shore of Casco Bay.			
(Boarding House).....M. Starling	80	1.50	7.00
" ".....Mrs. A. Norton	12	1.50	7.00
" ".....J. Thompson	8	1.50	7.00
" ".....E. H. Ramsdell	50	1.50	6.00
" ".....E. Gilmonton	12	1.50	7.00
" ".....L. D. Wells	15	1.50	10.00
" ".....Dr. C. P. Kenny	10	1.50	15.00
" ".....J. Winning	6	1.50	6.00
" ".....F. Thompson	4	1.50	7.00
" ".....Miss L. Sturdevant	12	1.50	7.00
" ".....Mrs. W. Blanchard	20	1.50	7.00
" ".....D. Hamilton	12	1.50	7.00
LITTLE CHEBEAGUE ISLAND.			
Six miles from Portland by Steamer.			
Summer Side House.....J. E. Jenks	30	2.00	7.00 to 10.00
PEAK'S ISLAND.			
Two and one half miles from Portland, in Casco Bay.			
Avenue House.....M. C. Sterling	50	2.00	10.00
Bay View.....J. T. Sterling & Sons	75	1.50 to 2.00	10.00 to 12.00
Bethel House.....Mrs. A. McDonald	30	1.50	7.00
Oak Cottage.....R. T. Skellings	20	1.50	8.00
Central Cottage.....S. Skellings	20	1.50	8.00
Central House.....S. S. York	30	1.50	8.00
Hyland Cottage.....W. J. Gardiner	20	1.50	8.00 to 10.00
Innis House.....Mrs. S. Innis	20	1.50	8.00
Oak Cottage.....H. Skellings	20	1.50	8.00 to 10.00
Oceanic House.....R. F. Sterling	30	2.00	10.00
Peak Island House.....E. A. Sawyer	30	2.00	10.00
Summer Retreat.....Mrs. Torrington	30	2.00	10.00
Toronto Cottage.....A. V. Ackley	20	1.50	8.00
Union House.....E. A. Jones	65	2.00	10.00
Valley View House.....W. S. Trefethen	75	1.50 to 2.00	10.00 to 12.00
Hillside House.....Mrs. E. A. Jones	20	1.50	8.00 to 10.00
Prospect House.....C. I. Blake	20	1.50	8.00
Willow Cottage.....Josiah Sterling	20	1.50	8.00
HOPE ISLAND.			
In Portland Harbor.			
Hope Island House.....J. B. Osgood	25	1.50 to 2.00	7.00 to 9.00
LONG ISLAND.			
Four miles from Portland by Steamer.			
Casco Bay House.....C. E. Cushing	65	1.50 to 2.00	7.00 to 9.00
Dirigo House.....J. Perry	80	1.50 to 2.00	8.00 to 10.00
Granite Spring House.....E. Ponce	100	1.50 to 3.00	10.00 to 20.00
PINE POINT BEACH.			
Nine miles from Portland, on B. & M. R. R.			
Meredith House.....Mrs. R. Hooper	25	1.50 to 2.00	8.00 to 10.00
Pine Point House.....M. F. Milliken	25	1.50	7.00
Sportsman's House.....J. W. Pillsbury	40	2.00	10.50
Port Sandfield, Ont.			
Prospect House.....E. Cox	150	1.25	8.00
Portsmouth, N. H.			
Rockingham House.....	300	4.00	20.00 to 25.00
Kearsarge.....	75	2.00 to 3.00	8.00 to 14.00
Langdon.....	75	2.00	7.00 to 14.00

HOTELS AND BOARDING HOUSES.—Continued.

PLACE, HOTEL AND NAME OF PROPRIETOR OR MANAGER.	ACCOMMODATIONS.	RATES.	
		PER DAY.	PER WEEK.
Prescott, Ont.			
Daniels..... L. H. Daniels	75	2.00 to 3.00	5.00 to 7.00
Revere House..... J. S. Huntingdon	30	1.50	5.00 to 7.00
Pretty Marsh.			
Bay View House..... W. H. Freeman	40	.....	7.00 to 10.00
Profile House (See Franconia Notch.)			
Quebec, Que.			
Chateau Frontenac.....	350	3.50 to 5.00	Special.
Florence..... Benj. Trudel	200	2.50 to 3.50	12.00 to 18.00
Hotel Victoria..... Benj. Trudel	200	2.00 to 3.00	.....
Clarendon..... Madam Pelletier	100	1.50 to 2.50	10.00 to 15.00
Henchy's..... Mrs. P. Henchy	150	1.50 to 3.50	10.00 to 15.00
(Boarding House)..... Miss Leonard	50	1.50 to 2.00	10.00 to 15.00
(Boarding House)..... Dennis O'Hare	50	1.50 to 2.00	10.00 to 15.00
(Boarding House)..... Miss Escudler	50	.....	.....
Rangeley Outlet, Ont.			
Mountain View House..... H. T. Kimball	60	2.50	14.00
Rice Lake, Ont.			
Idyl-Wild Hunting Lodge..... *H. Calcutt	.....	1.00	.....
Jubilee Point Hotel..... *H. Calcutt	.....	1.00	.....
Richibucto, N. B.			
Union..... A. T. Leblanc	60	1.50	5.00
Kent..... G. A. Irving	50	1.50	5.00
Rimouski, Que.			
St. Lawrence Hall..... A. St. Laurent & Son	72	1.50	5.00 to 7.00
Rimouski..... F. St. Laurent	60	1.25	6.00
Ocean Steamers..... Louis Lenghan	40	1.00 to 1.50	5.00 to 6.00
Windsor..... Elz. Ouellett	30	1.00	5.00
Rosseau, Ont.			
Hotel..... J. Montelth	150	1.25	8.00
Hotel Maplehurst..... J. P. Brown	75	2.00	10.00 to 12.00
St. Andrews, N. B.			
Algonquin..... Albert Miller	200	3.00 to 5.00	15.00 to 28.00
St. John, N. B.			
Royal Hotel..... Raymond & Doherty	150	3.00	.....
Victoria Hotel..... D. W. McCormick	175	2.00 to 3.00	.....
Clifton..... A. N. Peters	50	2.00	7.00 to 10.00
Belmont..... Jno. Sime	50	1.50	5.00 to 7.00
New Victoria..... J. L. McCoskery	100	2.00 to 2.50	7.00 to 14.00
Aberdeen..... J. R. Pugsley	200	2.00 to 3.00	.....
Dufferin..... E. LeRol Willis	150	2.50 to 4.00	.....
Saratoga, N. Y.			
Grand Union..... Wooley & Gerrans	1500	4.00 to 5.00	25.00 to 50.00
United States..... Tompkins, Gage & Co	1200	5.00	28.00 upwards
Congress Hall..... Clement & Co	1000	3.00 to 3.50	21.00 to 25.00
Congress Park House..... H. W. Slocum	80	2.00 to 3.00	12.00 to 20.00
The Clarendon..... Root & Halsted	350	4.00	.....
The Windsor..... Willard Lester	300	.....	.....
Huestis House..... W. B. Huestis	150	3.00	15.00 to 21.00
Dr. Strong's..... Drs. S. S. & S. E. Strong	200	2.00 to 3.50	12.00 to 25.00
And many other Hotels and Boarding Houses at rates varying from \$1.50 to \$3.00 per day, and from \$7.00 to \$21.00 per week.			

* Address, Peterboro, Ont.

HOTELS AND BOARDING HOUSES.—Continued.

PLACE, HOTEL AND NAME OF PROPRIETOR OR MANAGER.	ACCOMMODATIONS. DAILY.	RATES.	
		PER DAY.	PER WEEK.
Sault Ste. Marie, Mich.			
Algonquin.....	100	2.00	.....
Seal Harbor.			
Seaside House..... A. & J. Clements	200	.....	9.00 to 18.00
Glen Cove House..... Lynam & Campbell	120	.....	10.00 to 18.00
Severn, Ont.			
Severn..... C. Cleland	40	1.00	3.50
Shelburne, N. H.			
Philbrooke Farm..... A. E. Philbrooke	50	1.50	7.00 to 10.00
Shelburne Spring House..... S. J. Morse	60	1.50	6.00 to 8.00
Winthrop House..... A. S. Hebbard	35	1.50	6.00 to 8.00
Gates' Cottage..... S. A. Gates	35	1.50	6.00 to 10.00
Sherbrooke, Que.			
Sherbrooke House..... W. A. Richardson & Co	300	2.00 to 3.00	8.00 to 15.00
Magog House..... H. H. Ingram	200	2.00	8.00 to 12.00
Grand Central..... J. A. Gauthier	200	1.50 to 2.00	7.00 to 10.50
Continental..... Camfrand & Dupont	200	1.50 to 2.00	7.00
Albion..... S. Lebonoveau & Co	100	1.50 to 2.00	7.00
Sorrento.			
Hotel Sorrento..... Chas. L. York	300	4.00	17.50 to 28.00
South Arm, Me.			
Lake View Cottage..... And. Lakes Trans. Co	12	2.00	10.50
Southampton.			
Central Hotel..... W. D. Campbell	100	1.00	5.00
Commercial Hotel..... D. Teaheau	70	1.00 to 1.50	5.00 to 7.00
South Paris, Me.			
Andrews House..... W. M. Shaw	30	2.00	3.50 upwards
Paris House (G. T. R.)..... A. B. Gee	31	2.00	3.50 upwards
*Hubbard House, Paris, Me..... H. Hubbard	25	1.25 to 1.50	8.50 to 10.00
*Union House, Paris, Me..... H. Cummings	20	1.50	6.00
South River, Ont.			
Queen's Hotel..... Jos. Prunty	25	1.00	3.50
South West Harbor.			
Stanley House..... Sans Stanley	140	.....	10.00 to 15.00
Clairmont House..... J. H. Peas	100	.....	10.00 to 15.00
Island House..... H. H. Clark	200	.....	8.00 to 12.00
Ocean House..... A. Allen	120	.....	8.00 to 12.00
Dirigo Hotel..... C. M. Holden	70	.....	8.00 to 12.00
Tremont House..... Benj. Benson	60	1.00	.....
Hotel Holmes..... A. I. Holmes	.....	2.00	.....
Sturgeon Point, Ont.			
Sturgeon Point Hotel..... W. H. Simpson	200	1.50	6.00 to 10.00
Sullivan.			
Maner Inn.....	60	.....	.....
Sundridge, Ont.			
Queen's..... Mrs. Jackson	25	1.00	5.00
Grand Central..... David Auldjo	16	1.00	5.00

* Three miles distant, stage connecting with all mail trains.

HOTELS AND BOARDING HOUSES.—Continued.

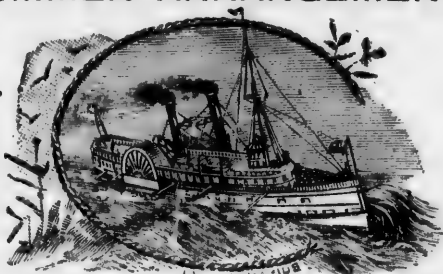
WEEK.	PLACE, HOTEL AND NAME OF PROPRIETOR OR MANAGER.	ACCOM- MODATES.	RATES.	
			PER DAY.	PER WEEK.
	Sydney, C. B.			
	Sydney Hotel..... James Fairbanks	125	2.00 to 3.00	.....
	McKenzie House..... H. R. McKenzie	80	1.50	6.00
	Clark House..... Wm. Clark	80	1.50	6.00
	International Hotel..... J. McKinnon	80	1.00	.....
	Armstrong House..... Mrs. Armstrong	20	1.00	.....
	Bellevue House..... McDearmid	80	1.00	.....
	Tadousac, Que.			
	Tadousac Hotel.....	100	2.00 to 2.50	12.00 to 15.00
	Many private houses.			
	Thousand Island Park, N. Y.			
	Columbian..... Hadcock & Inglehart	400	2.00 to 3.50	14.00 to 21.00
	Grand View.....	75	2.00	.....
	Pullman House.....	100	2.00	.....
	Toronto, Ont.			
	Queen's..... McGaw & Winnett	400	3.00 to 4.00	.....
	Kossin House..... Nelson Bros	400	2.50 to 4.00	.....
	Walker House..... David Walker	200	2.00 to 2.50	.....
	Arlington..... W. H. Havill	200	2.00 to 3.00	.....
	Palmer..... J. C. Palmer	200	2.00	.....
	Kensington..... C. Palmer	150	2.00	.....
	Richardson House..... S. Richardson	100	1.50	.....
	Elliot..... J. Hurst	100	2.00	.....
	Grand Union..... S. Campbell	150	1.50	.....
	Union House..... S. Campbell	75	1.00	.....
	Grosvenor House..... F. Wismer	150	2.50	Special.
	Twin Mountain, N. H.			
	Twin Mountain House..... W. A. Barron	300	4.00	17.50 to 25.00
	Watch Hill, R. I.			
	Larkin House..... F. S. Aldrich	500	4.00	15.00 to 25.00
	Watch Hill House..... Mrs. A. R. Hale	400	4.00	15.00 to 25.00
	Plympton House..... Wm. Hill	350	4.00	15.00 to 25.00
	Narragansett Hotel..... Wm. Hill	350	.....	12.00 to 18.00
	Ocean House..... Champlin & Co.	350	4.00	15.00 to 25.00
	Atlantic House..... Mrs. O. S. Spencer	200	3.00	12.00 to 18.00
	Bay View House (Annex)..... Wm. Hill	100	.....	15.00 to 25.00
	Columbia Hotel..... Price & Clark	100	3.00	10.00 to 15.00
	West Paris, Me.			
	Maple House..... C. W. Paten	25	2.00	7.00
	Westport, Ont.			
	Wardrobe House..... Wm. Garrett	25	1.00	4.00
	Windsor Hotel..... R. Hogan	20	1.00	3.00
	American Hotel..... J. B. Mulville	60	1.00	3.00
	Whitefield, N. H.			
	Mountain View House..... Wm. F. Dodge & Sons	150	3.00	10.00 to 12.50
	Kimball Hill House..... H. J. Bowles	25	1.00	6.00 to 7.00
	Fiske House..... F. A. Cofran	50	2.00	7.00 to 12.00

On exhibition in the rooms of the Recreation Department of the *Outlook*, 13 Astor Place, N. Y., are photographs of many scenes along the Grand Trunk Railway. Information concerning any resort on or reached via our line, and copies of our Tourist Book may be had free on request. Facilities are also afforded, without charge, to inquirers desiring to write in regard to rooms at the Hotels.

The Richelieu & Ontario Navigation Company

SUMMER ARRANGEMENTS.

1896



1896

TORONTO-MONTREAL LINE.

Commencing June 1, the Steamers "PASSPORT," "CORSICAN," "ALGERIAN" and "SPARTAN" will make tri-weekly trips every **Monday, Wednesday and Friday**, and as soon as business warrants, not later than June 15, **DAILY** (Sundays excepted). Leaving **Toronto** at 2.00 p. m.; **Kingston** at 5.00 a. m., and **Clayton** at 6.20 a. m., arriving at **Montreal** at 6.30 p. m., connecting with the Steamers for **Quebec** and the **Saguenay**.

RETURNING, leave **Montreal** at 10.00 a. m., calling at intermediate ports going and returning.

In addition to the regular line from **Toronto** to **Montreal**, from July 13 to August 22, Steamer will leave **Kingston** every **Monday** at 5.00 a. m., and **Clayton** at 6.20 a. m. for **Montreal**, calling at all intermediate ports, thereby making a daily service between these dates from **Kingston** to **Montreal**.

All these Steamers pass through the enchanting scenery of the Lake of the Thousand Islands and the exciting Rapids of the St. Lawrence.

MONTREAL-QUEBEC LINE.

The Steamers "QUEBEC" and "MONTREAL" are now running **DAILY** between **Montreal** and **Quebec**, leaving **Montreal** at 7.00 p. m., and **Quebec** at 5.00 p. m., calling at intermediate ports.

SUNDAY SERVICE.—Commencing May 24, Steamers will leave **Montreal** and **Quebec** at 3.00 p. m. every **Sunday** until further notice.

MUSIC.—A first-class orchestra will be on board these Steamers during the season.

SAGUENAY LINE.

The Steamers "CAROLINA," "CANADA" and "SAGUENAY" will perform the service between **Quebec** and the **Saguenay**, and will run as follows:—

Prior to June 13, Steamers will leave **Quebec** for the **Saguenay** and intermediate ports on Tuesdays and Saturdays at 7.30 a. m., and from June 16 to July 11 on Tuesdays, Wednesdays, Fridays and Saturdays at 7.30 a. m., and from July 13 until further notice, daily (Sundays excepted) at 7.30 a. m.

Steamers leave **Chicoutimi** the day following their departure from **Quebec**, at 9.30 a. m.

For further information apply to

JOS. F. DOLAN , Agent, 2 King St., E., TORONTO.	L. H. MYRAND , Agent, QUEBEC.	H. FOSTER CHAFFEE , City Passenger Agent, 128 St. James St., MONTREAL.
ALEX. MILLOY , Traffic Manager.	GEO. A. BROWNE , Asst. Traffic Manager.	C. F. GILDERSLEEVE , General Manager.

GENERAL OFFICES, 228 St. Paul St., MONTREAL.



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ONE OF THE FEATURES OF THE ROAD

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At 50 Cents.

A Lunch Counter which contains everything edible in season, at a reasonable price.

A Cafe and Smoking Room attached.

We desire to impress on our patrons, particularly the Ladies, that every attention and all information will be cheerfully given; also the departure of every train will be announced by the Station Officer.

No passenger ever known to miss the train through our neglect.

The Rooms are conducted by Mr. George Moore, whose earnest endeavor will be to please.

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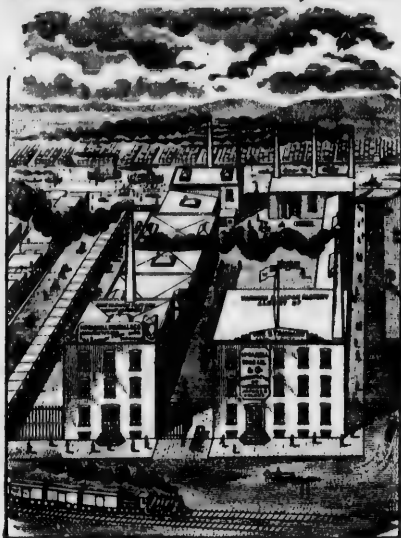
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The "A 1" Iron Steamship, "**Trinidad**," 2,600 tons, or "**Orinoco**," 2,000 tons, will sail from the Company's pier 47, North River, New York, every alternate Thursday during the summer, and weekly from January to June.

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Quebec, Can.

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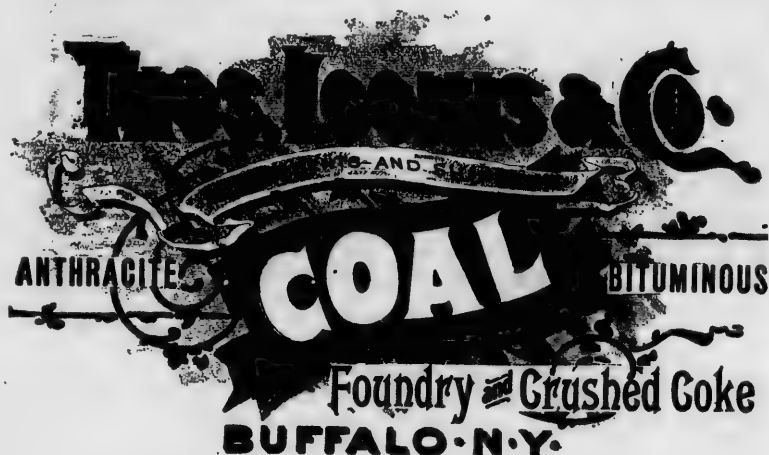
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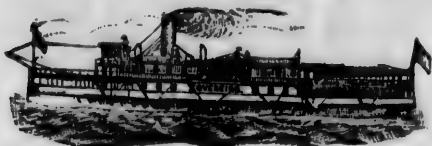


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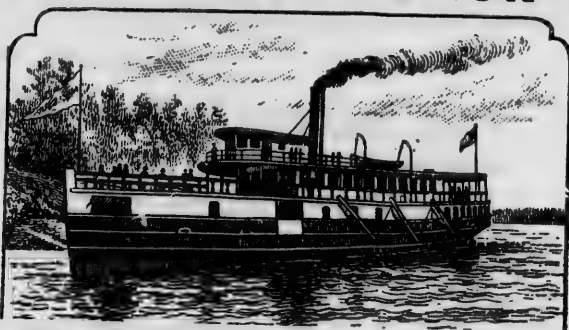
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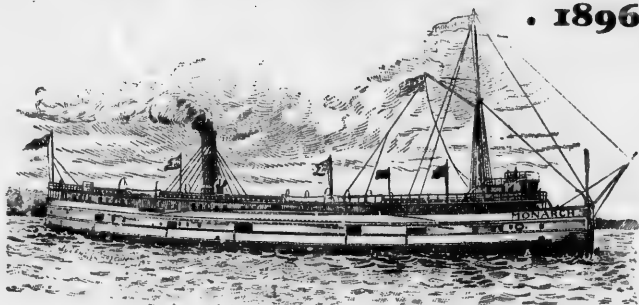
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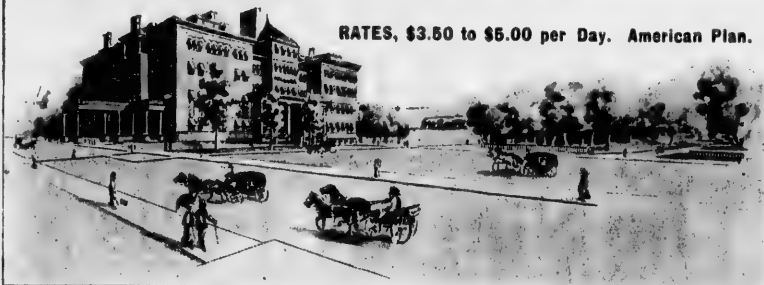
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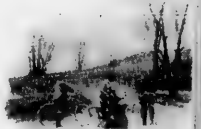
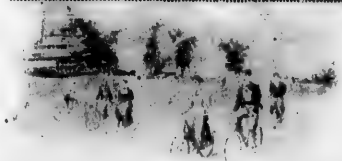
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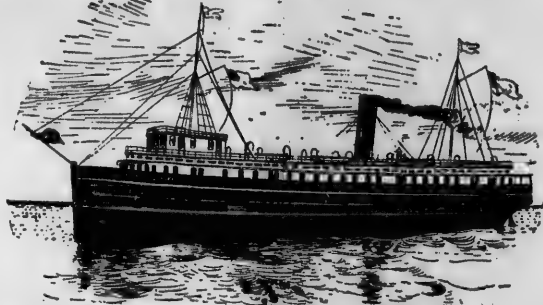
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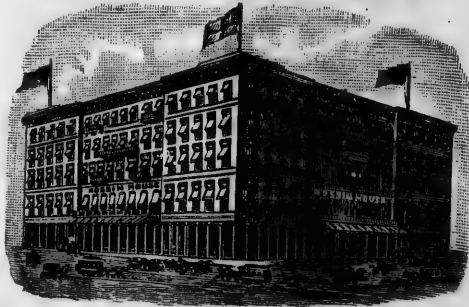


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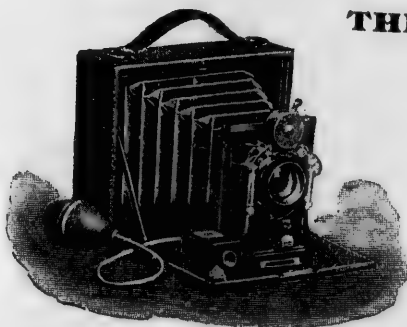


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